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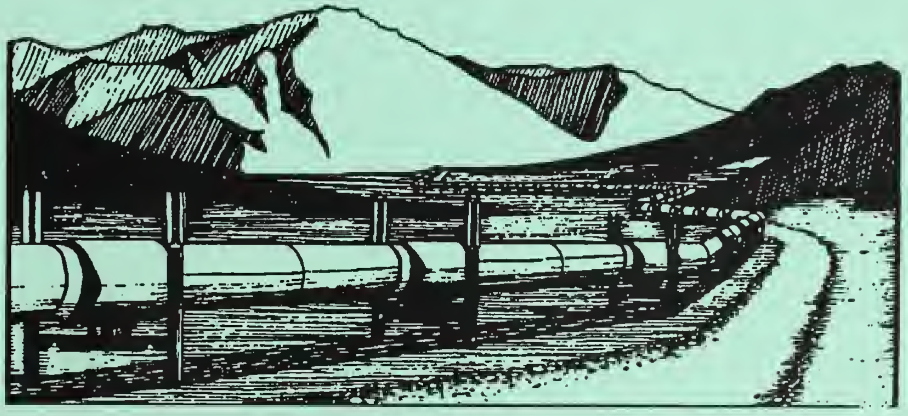
November 1991

Recreation Area Management Plan

Dalton Highway



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These resources include recreation, range, timber, minerals, watershed, fish and wildlife, wilderness, air, scenic, scientific and cultural values.

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Recreation Management Plan
for the
Dalton Highway Recreation Management Area
Alaska

Department of the Interior
Bureau of Land Management

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CHAPTER 1: INTRODUCTION

LOCATION AND SETTING

Preface

The planning area, known as the Dalton Highway Recreation Management Area (DHRMA or RMA), includes those public lands adjacent to the Dalton Highway from the Yukon River north to a point near the confluence of the Sagavanirktok and Ivishak rivers, approximately 60 miles south of Prudhoe Bay (Map 1.1). The southern portion of the RMA is situated between Kanuti and Yukon Flats National Wildlife Refuges; farther north it is located between Gates of the Arctic National Park and Preserve and the Arctic National Wildlife Refuge. The boundaries of the DHRMA were set by the Utility Corridor Resource Management Plan (USDOI 1989; 1991) and generally correspond to the "Inner Utility Corridor" withdrawn by Public Land Order (PLO) 5150, to protect the route of the Trans-Alaska Pipeline. In addition to the Inner Corridor which encompasses approximately 304 miles of Dalton Highway, the DHRMA includes the Nolan-Hammond Road, Tramway Bar (Mining) Road and Bettles Winter Road areas. The total area within the DHRMA is approximately 1.1 million acres.

Physiography

Based on topographic and geologic similarities, three primary physiographic units have been identified in the planning area. From the Yukon River north to the South Fork Koyukuk River is the Yukon Tanana Uplands Province consisting of even-topped, rounded ridges with elevations of 300 to 3,200 ft. The Brooks Range Province extends from the South Fork Koyukuk River north to Toolik Lake and includes the Jack White Range, Jim River watershed and Brooks Range. Within the DHRMA, elevations in this province peak at approximately 4,000 ft. From the Toolik Lake area to the northern boundary of the planning area is the North Slope Province which consists of the hills and lowlands of the arctic foothills. Elevations of the irregular buttes, knobs, and mesas of the arctic foothills range from 600 ft in the northern portion of the province to 3,500 ft in the southern portion. The lowlands are poorly drained and covered by thaw lakes and marshy thaw lake basins.

Land Ownership

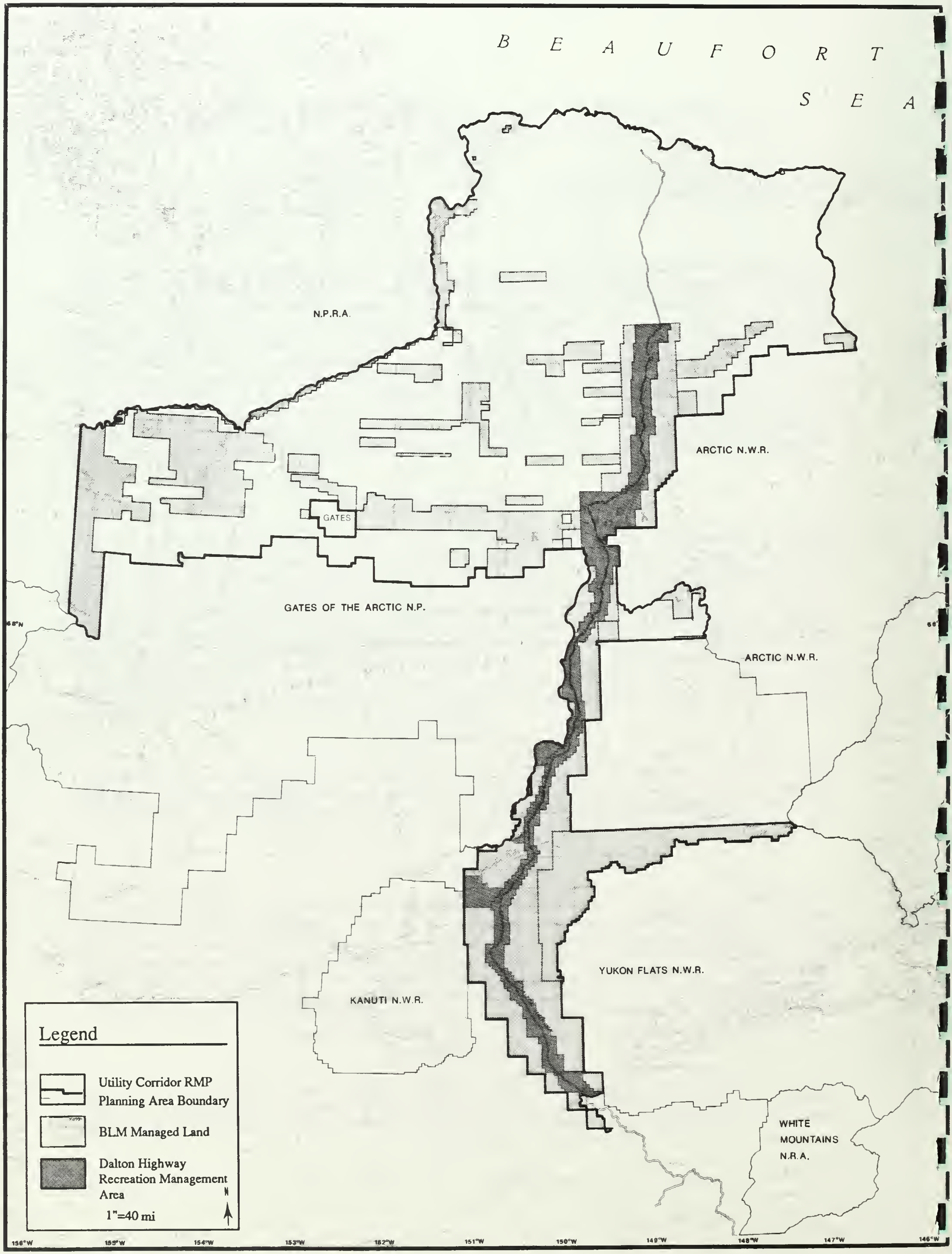
Lands within the planning area (approximately 1.1 million acres) are predominantly public lands managed by the Bureau of Land Management (BLM). There are a few scattered parcels of private land within this area (totaling approximately 600 acres), some patented, and some pending patent. There are also a number of unpatented mining claims in the area.

Population Centers

Currently there are food, fuel, lodging, and emergency road services available at Yukon Crossing and Coldfoot. Approximately 5 year-round residents live at Yukon Crossing and 25 at Coldfoot; the number of residents grows to approximately 10 and 40, respectively, during the summer season. There are 5 Alaska Department of Transportation maintenance camps, 5 Alyeska pump stations, and 2 Alyeska temporary construction camps strategically located within the planning area. These facilities support from 10 to 100 employees throughout the year. Just north of Coldfoot, the two small settlements of Wiseman and Nolan sustain total year-round populations of 30 to 50 residents.

Access Routes

Access to the planning area is possible by motor vehicle along the Dalton Highway, a 28-foot wide all weather gravel highway which runs north-south, connecting Livengood with Deadhorse (Prudhoe Bay). The Dalton Highway is managed by the Alaska Department of Transportation and Public


BEAUFORT SEA
N.P.R.A.
GATES
ARCTIC N.W.R.
GATES OF THE ARCTIC N.P.
68°N
ARCTIC N.W.R.
68°
YUKON FLATS N.W.R.
KANUTI N.W.R.
WHITE MOUNTAINS N.R.A.
Legend
Utility Corridor RMP Planning Area Boundary
BLM Managed Land
Dalton Highway Recreation Management Area
1"=40 mi
N
156°W
155°W
154°W
153°W
152°W
151°W
150°W
149°W
148°W
147°W
146°W

Facilities. As of April 1 1991, travel along the highway north of Disaster Creek is restricted by the State of Alaska, but the state is considering opening the the highway all the way to Deadhorse. The most significant roads leaving the highway to lands inside and outside the planning area are located at Prospect Creek (Bettles Winter Road), Coldfoot (Slate Creek/Venetie Trail) and Wiseman (Nolan Road). Roads have also been built in some areas to provide access to mining operations. The state has airports under lease at Prospect Creek, Coldfoot, Dietrich Camp (not maintained), Chandalar Camp and Galbraith Lake, all of which are adjacent to the Dalton Highway. At 5-Mile Camp near the Yukon River, Alyeska Pipeline Service Company maintains a "semi-private" airport which the public is allowed to use with prior permission from Alyeska. Most of the lands within the planning area are not accessible by road or air, but can be accessed only by traditional means of transportation, including travel by foot, dogsled, snowmachine, boat, and aircraft landings on land and water.

Traffic not related to tourism presently accounts for the majority of traffic on the Dalton highway. An average of 85 tractor-trailer trucks per day traveled to Prudhoe Bay/Deadhorse to supply the oil field facilities in 1990 (BLM 1990). Alyeska traffic accounts for an average of 15 vehicles per day for pipeline security, maintenance, and service. State of Alaska highway maintenance personnel, miners, government agencies, and others add an additional two or three vehicles per day to the traffic. See section in this Chapter entitled, "Recreation Use in the Management Area" for information regarding tourist traffic.

Other Suppliers of Recreation Opportunities

During the summer months, national and local (in-state) companies offer scenic bus tours and camping tours along the Dalton Highway. Hunting guides and dog mushing charters also operate within the corridor to provide dispersed recreation opportunities.

BACKGROUND

Until recently the lands within the area now defined as the Dalton Highway Recreation Management Area (DHRMA) were, like other lands north of Alaska's Yukon River, remote and inaccessible by road. In the mid 1970s, after the discovery of oil on Alaska's north slope, a Utility Corridor was withdrawn and a pipeline and an all weather gravel road were constructed to the oil fields near Prudhoe Bay. For several years after construction, the road, now called the Dalton Highway, was open only to commercial traffic north of the Yukon River. Accordingly, a land use plan addressing these lands, completed by BLM in September 1979 (Utility Corridor MFP, USDOI 1979), assumed no public road access. In June of 1981, the State of Alaska opened the highway to public travel to Disaster Creek, approximately 150 miles north of the Yukon River. Overnight these lands, virtually without public or commercial recreational facilities, were accessible to anyone with a car or motorhome. Managing agencies were not prepared. Fortunately, recreational use of the area increased slowly. However, in recent years Alaska has become a major tourist destination, and there has been renewed interest in recreational use of public lands. Residents of Alaska and visitors alike are "discovering" the road in increasing numbers. In 1986, due in part to the increased interest in the recreational potential of lands along the Dalton Highway, a new planning effort was begun to replace the 1979 MFP. This resulted in the Utility Corridor Resource Management Plan and Final EIS, signed on September 27, 1989. The Record of Decision was subsequently signed on January 11, 1991.

RESOURCES IN THE MANAGEMENT AREA

Climate

The planning area is located in a zone of temperature extremes and relatively low precipitation. Most locations have minimum temperatures of less than -56° F and in some areas maximum temperatures exceed 86° F, a range of 144 degrees. Most of the precipitation occurs in the summer months as widely scattered, variable convectional storms. Winter is dominated by dry polar air masses. Occasionally, maritime air intrudes into the area from the west or southwest and causes major snowstorms. From the Brooks Range north, high winds cause considerable drifting of snow, poor visibility, and severe wind-chill factors during the coldest months. Visitors to the area should always be equipped to handle a wide range of weather conditions changes that can occur over a very short period of time.

Vegetation

The flora within the planning area is typical of Alaska's interior and North Slope and includes a wide variety of plant communities: bottomland mixed forest, upland mixed forest, lowland mixed forest, lowland coniferous forest, tall shrub scrub, low shrub scrub, shrub bogs, and bogs. Herbaceous vegetation types are found throughout the planning area and vary from lowland grass or sedge meadows, to patches of alpine sedge/dwarf shrub tundra on ridges and peaks of the Brooks Range. Forests are classified as taiga coniferous, primarily comprised of black and white spruce with extensive stands of birch and/or aspen. Generally within the DHRMA trees are limited to areas south of 68° (i.e., the Brooks Range) and under 2,500 feet in elevation. Above 2,500 feet or farther north than 68°, the tundra biome begins.

Banks along many river drainages support a thick cover of willows that can extend up to 3,000 feet in elevation. Entanglement with these shrubs can make hiking quite difficult. In other locations within the planning area, vegetation is often considered fragile, especially areas north of the Brooks Range, areas of moist and wet tundra, and lowland bog regions. No federally listed or proposed threatened or endangered plant species occur in Alaska. However, at least two plant species within the DHRMA have been classified as category 2 species by the U.S. Fish and Wildlife Service. BLM has labeled these category 2 plants as "sensitive" and gives them the the same protection as threatened and endangered species. Expert botanists have also identified several rare plant species. For more information on the major vegetation types and rare/sensitive plants within the planning area, see the Utility Corridor RMP (USDOI, 1989, Chap. 3).

Terrestrial Wildlife

Major big game species within the DHRMA include: caribou, moose, Dall's sheep, grizzly bear, black bear, wolf, and wolverine. Marten, red fox, arctic fox, lynx, mink, land otter, beaver, muskrat, and arctic ground squirrel are the important furbearers in the area. Small game species include spruce, ruffed, and sharp-tailed grouse, willow and rock ptarmigan, and snowshoe hares. During breeding season, numerous waterfowl, raptors, shorebirds, and passerines are present in addition to year-round populations of small mammals. Hunting, trapping, and wildlife viewing are the primary recreational activities which utilize these animals.

Threatened and endangered species include the peregrine falcon and potentially the Eskimo curlew. For further discussion of the wildlife resources within the DHRMA, see Utility Corridor RMP, (USDOI 1989, Chap. 3)

Fisheries Resources

Sport fishing is the primary use of fisheries resources in the planning area, however some commercial and subsistence fishing takes place on the Yukon, South and Middle Fork Koyukuk, and Jim rivers. The predominant sport species is Arctic grayling, while subsistence and commercial species include salmon, whitefish, Arctic cisco, and others. See the Utility Corridor RMP (USDOI 1989, Chap.3), for a detailed listing of fisheries species, use, and locations within the planning area.

The following streams and lakes are considered to contain regionally important fishery values within or adjacent to BLM managed lands: Yukon River, Fish/Bonanza Creek, Jim River, South Fork and Middle Fork Koyukuk Rivers, Galbraith Lake, Toolik Lake, unnamed lakes in the vicinity of Toolik Lake, Sagavanirktok River, and the Ivishak River. Some of these streams, including the easily accessible Yukon and Jim rivers, are also anadromous fish habitat.

Wilderness

DHRMA lands north of 68° N Latitude are within the Central Arctic Management Area Wilderness Study Area, however, through a study completed by BLM in 1980 (*Nonwilderness Assessment, the Alaska Natural Gas Transportation System,* US DOI, June 1980) DHRMA lands within the Dalton Highway viewshed have been determined nonwilderness in character. Therefore, these lands are no longer under consideration for wilderness designation.

Water

Surface water quantity and quality vary with the season. Generally, maximum discharge occurs during summer rains and spring breakup. Spring breakup usually happens during the latter part of May south of the Brooks Range, and during the middle of June north of the Brooks Range. Water quality is generally good except during high water events and downstream from some construction projects, placer mining operations, and other man-made developments.

Soils

Soils vary due to differences in location on the landscape, drainage, aspect, elevation, parent material, soil temperatures, fire history, and climate. Permafrost, generally at depths less than 20 inches, acts to retard internal drainage, which, combined with low soil temperatures has resulted in soils with wet, shallow, poorly differentiated profiles and significant organic components that are only minimally decomposed. These soils are highly susceptible to erosion or other soil movement caused by disturbance of the ground-covering vegetation and subsequent thawing of the permafrost. Due to the poor drainage characteristics of soils in much of the planning area, hiking is most enjoyable on the uplands and higher ridges. For a detailed description of soils in the planning area see Utility Corridor RMP (USDOI 1989, Chap. 3).

Scenery

The outstanding visual qualities of the planning area are primary attractors for many visitors. The Dalton Highway is specifically recognized in *Scenic Byways*, a publication of the Federal Highway Administration (US DOT 1988), for "spectacular mountain and arctic scenery." It is one of the road corridors recognized in the Nation where recreational opportunities related to scenic values are outstanding. For further information on scenic quality evaluation and management classifications, see Utility Corridor RMP (USDOI 1989, Chap. 3).

Mineral Resources

There are approximately 3,600 properly located and maintained mining claims within the planning area. Due to existing withdrawals, resource values, and access provided by the Dalton Highway, most of these claims are located within the Utility Corridor south of 68° N latitude. Recreationists are not forbidden to travel through active mining claims, but should be aware of the inherent dangers that accompany some mining operations. Operators may post specific areas of known danger, however signs must be removed when the threat of danger no longer exists. No recreational gold panning is allowed on active claims without the permission of the claimant.

Cultural and Paleontological Resources

There are approximately 260 known archeological sites within the planning area. Most of the site locations resulted from surveys conducted for the Trans-Alaska Pipeline System. These sites range from historic to more than 10,000 years old and represent a variety of aboriginal cultures. Taken as a whole, they provide considerable data relating to the ebb and flow of cultural boundaries and the development of Eskimo and Indian cultures within the state.

There are several concentrations of cultural resources located within the planning area along the Dalton Highway. These areas offer unique interpretive opportunities to provide visitors with a basic appreciation of historic arctic civilizations and how they have shaped the present. These concentrations are located near the following areas from south to north along the highway:

1. Old Man Camp (MP 107)
2. Bonanza Creek (MP 124)
3. Prospect Creek/Jim River (MP 136-147)
4. South of Cathedral Mountain (MP 165)
5. Wiseman (MP 188)
6. Galbraith Lake (MP 275)
7. Toolik Lake (MP 286)
8. Slope Mountain (MP 301)

Although some Pleistocene fossils may be found eroded from river and/or stream banks, these are not common. Many Cretaceous fossils (corrals, etc.) are to be found near Snowden Mountain and Galbraith Lake in the rocky outscrops away fom the road.

Subsistence Uses and Resources

Subsistence uses in the DHRMA do exist but are currently minimal because of State of Alaska laws prohibiting discharge of firearms (AS 16.05.789) and the use of ORVs (AS 19.40.210) within 5 miles either side of the Dalton Highway. However, residents of Stevens Village, Bettles, Alatna, Allakaket, Coldfoot, and Nolan-Wiseman have historically used the area for subsistence purposes. Subsistence resources include moose, bear, fish, waterfowl, furbearers, berries, and wood. Additional data on resources and their use can be found in the Utility Corridor RMP (USDOI 1989, Chap. 3).

Noise

The Dalton Highway and Trans-Alaska Pipeline constitute a source of localized background noise in the form of highway use traffic, commercial and light aircraft overflights, pump stations, and utility construction. Most of the area adjacent to the Dalton Highway is undeveloped and sparsely populated, and ambient noise levels are generally low. Most ambient noise is generated by wind and moving water. Noise carries considerable distances during calm, cold conditions due to increased air density (USDOI 1989, Chap. 3).

Existing Recreation Facilities

The Coldfoot Interagency Visitor Center (milepost 175) is located approximately halfway between the Yukon River and Prudhoe Bay. It was established in 1987 to provide visitor information, resource interpretation and to increase public awareness of recreational opportunities on BLM lands in the Arctic District. Visitor contact has been made through slide presentations, wall displays, brochures, book sales, and personal contact. The center is operated in conjunction with the National Park Service and the U.S. Fish and Wildlfe Service. Three outhouses and several trash barrels located along the highway are the only other federal or state recreation facilities within the DHRMA (as of April 1991). Commercial facilities are located at Yukon Crossing and Coldfoot providing food, lodging, fuel and vehicle repair services.

Current Resource Utilization and Management Programs

The entire DHRMA is within the Trans-Alaska Pipeline (TAPS) Corridor, withdrawn by PLO 5150 for utility and transportation purposes in 1971. Transportation of energy resources remains the primary function of the TAPS Corridor and thus most lands and resources of the DHRMA. Actions or activities potentially adverse to existing and future energy transportation systems will be avoided. Accordingly, the DHRMA will be managed per Class IV visual resource management objectives and allow for activities related to energy transportation which could require major modification of the existing landscape. However, to the extent feasible, every attempt will be made to minimize the visual impacts of authorized activities, especially in Class A scenery areas. Special attention will be given to the protection of visual resources within the Galbraith Lake and Sukakpak Mountain ACEC's.

Minerals management in the DHRMA is of special significance to the recreation program because of potential impacts resulting from mineral activity to visual, fisheries, and water resources. To support pipeline construction and maintenance the entire area is open to the mineral material disposal laws and regulations. During the construction of the TAPS over 100 material sites were developed; approximately 20 are still being used for highway and pipeline maintenance (Utility Corridor RMP, Chap. 3). If new pipelines are built the number of active material sites will probably jump dramatically. The DHRMA is also open to oil and gas leasing under the Utility Corridor RMP Record of Decision, signed January 11, 1991. However, this decision has not yet been implemented, and no lands have actually been leased. Most of the DHRMA is closed to mineral location under U.S. mining law by PLO 5150. However, the area near Nolan is open and actively being mined. There are also approximately 100 valid existing claims in that portion of the DHRMA now closed to mining, although very few claims are now being mined.

RECREATION USE IN THE MANAGEMENT AREA

CURRENT VISITOR USE

Observations

Visitor use in the DHRMA has increased since the Dalton Highway was opened to Disaster Creek in June, 1981. Since 1988, BLM recreation personnel have monitored the kinds and numbers of vehicles going north of the Yukon River during the summer recreation season. Winter use has not been monitored closely, but is known to be very light. The Coldfoot Interagency Visitor Center has been staffed during the summer since 1988. Slide shows, films, and talks have been conducted on nights when the number of visitors warrants. Although every visitor in the DHRMA is not counted, nor every recreation activity monitored, there is a statistical basis on which to project visitor numbers and uses during the life of this plan. These projections focus on summer use since the severe winters limit recreation opportunities.

A growing number of individuals are traveling the Dalton Highway as part of large bus tour groups or as part of smaller van or mini-tour groups. These tour groups account for approximately 30% of current visitation to the area. However, most visitors, approximately 70%, still arrive by privately owned vehicle (POV). Many of those arriving by POV drive no farther than the Yukon River bridge (MP 60), then return to Fairbanks. Table 1.1 shows the calculated number of visitors based on observations and traffic counts for the years 1988 through 1990. POVs carry on the average 1.6 persons. Between 67% and 80% of the visitors who travel to the Yukon River (MP 60) in POVs continue to the Arctic Circle (MP 115). Travel by POV north of the Arctic Circle to Coldfoot declines to 50% (of those reaching the Yukon River) and essentially stops at Coldfoot as the road is closed to nonpermitted traffic at Disaster Creek, 36 miles north. All bus tours travel the length of the Dalton Highway, to or from Prudhoe Bay. Mini-van groups may or may not travel to Prudhoe Bay and may originate in Coldfoot.

Table 1.1: Number of Visitors, 1988-1990

Year	Calculations	Total Visitors/Season
1988 Yukon River[1]	Average 54.35 vehicles/day x 1.6 visitors/vehicle* = 86.96 visitors/day[2] 120 days/season x 86.96 visitors/day = 10,435.2 visitors/season Plus 60 buses/season x 35 visitors/bus = 2,100 visitors	12,535.2
1989 Yukon River	Average 34.375 vehicles/day x 1.6 visitors/vehicle = 55 visitors/day 120 days/season x 55 visitors/day = 6,600 visitors/season Plus 83 buses/season x 35 people/bus = 2,905 people Plus 80 vans/season x 12 people/van = 960 people	10,465
Fish Creek (MP 114 - just south of Arctic Circle)	Average 24.25 vehicles/day x 1.6 visitors/vehicle = 38.8 visitors/day 120 days/season x 38.8 visitors/day = 4,656 visitors/season Plus 2,905 people on buses/season Plus 960 people on vans/season	8,521[3]
1990 Yukon River	Average 84.825 vehicles/day x 1.6 people/vehicle = 135.72 visitors/day 120 days/season x 135.72 visitors/day = 16,286.4 visitors/season Plus 106 buses/season x 35 visitors/bus = 3,710 visitors Plus 90 vans/season x 12 people/van = 1,680 visitors	21,676.4
Fish Creek	Average 47.825 vehicles/day x 1.6 visitors/vehicle = 76.52 visitors/day 120 days/season x 76.52 visitors/day = 9,182.4 Plus 3,710 bus visitors Plus 1,680 van visitors	14,572.4

[1] In 1988, there was no traffic counter at Fish Creek.

[2] The figure of 1.6 persons/vehicle was obtained through observation of vehicles.

[3] The Fish Creek figures reflect those visitors who were counted at the Yukon River, but who proceeded north at least to the Arctic Circle.

Activities

Most visitor activity in the DHRMA occurs during a 120 day "tourist season" from early June through late September. Sightseeing, wildlife watching, camping, fishing, backpacking, and hiking are the primary activities in June, July, and August. Additional activities include recreational mining, rockhounding, wildflower viewing and collecting, pack trips, and bicycling. Hunting accounts for many visitors in late August and September. By the end of September, the snow cover on the road and surrounding lands means that few casual visitors attempt the trip. Winter time activities include dog mushing, snow machining, ski and dog sled touring, and some hunting and trapping.

FUTURE USE

Short Term

Based on recent observations discussed above, recreational users of the RMA may be divided into two distinct groups each with different needs and schedules:

Travelers in Privately Owned Vehicles (POVs)
These people travel independently on no set schedule; most do not travel the length of the RMA but turn around in increasing numbers as they go further north. Because information is so limited and POV traffic counts have fluctuated greatly in the 3 years since BLM counts began, projected use by this group is difficult to accurately estimate. However, averaging the POV counts obtained from 1988 through 1990 (Table 1.1), the average number of private vehicles reaching Yukon Crossing

during the 120-day season (early June through September) would be 57.85 vehicles per day. If we continue to assume each vehicle contains an average of 1.6 people, approximately 11,107 seasonal visitors would reach Yukon Crossing.

To calculate Visitor Use Days (VUDs) associated with these travelers, certain additional assumptions have been made based on observations of the past 3 years:

1. 67% of those reaching Yukon Crossing continue to the Arctic Circle.
2. 50% of those reaching Yukon Crossing (or approximately 75% of those reaching the Arctic Circle) continue to Coldfoot.
3. Those reaching Yukon Crossing spend an average of 1 VUD in the RMA.
4. Those going to Arctic Circle spend an additional .25 VUD.
5. Those going beyond the Arctic Circle spend an additional 2 VUDs in the RMA.

Thus, a total of 24,074 Visitor Use Days (VUDs) is projected over the short term as a result of visitors traveling in POVs (see Table 1.2).

Table 1.2: Visitor Use Day Projections - Privately Owned Vehicles

11,107 seasonal visitors to Yukon Crossing x 1 VUD	=	11,107
11,107 x .67[1] x .25	=	1,860
11,107 x .50[2] x 2.0	=	11,107
Total Visitor Use Days		24,074

[1] An estimated 67% of those reaching Yukon Crossing continue to the Arctic Circle.

[2] An estimated 50% of those reaching Yukon Crossing continue to Coldfoot.

Buses and Vans

The second major group of visitors to the RMA are those traveling in organized tours. These people are usually on tight schedules with predetermined destination and reserved accommodations. The majority of the visitors are part of bus tour groups that travel one way through the RMA with an overnight stop at Coldfoot. Those going north from Fairbanks fly back from Deadhorse and are replaced on the buses for the southern trip by visitors flown into Deadhorse. Because these groups must go all the way to or from Deadhorse, their numbers stay constant. Length of stay in The RMA is estimated at 2.5 VUDs per visitor.

Van or mini-tour groups may not go all the way to Deadhorse, perhaps going only from Fairbanks to the Arctic Circle, or originating in Coldfoot after flying in. There are fewer people in this group than in the bus tours. The average length of stay for these groups is estimated at 2.0 VUDs.

The total estimated number of visitors and VUDs, using the 1990 bus/van count from Table 1.1, for tour groups is below (Table 1.3).

Table 1.3: Visitors and Visitor Use Days - Tour Groups

Visitors			
106 buses/season x 35 visitors/bus	=	3,710	visitors
90 vans/season x 12 visitors/van	=	1,680	visitors
Visitor Use Days			
3,710 bus visitors x 2.5 VUDs	=	9,275	VUDs
1,680 van visitors x 2.0 VUDs	=	3,360	VUDs
Total VUDS for tour groups		**12,635**	

Thus, total current recreational use of the RMA attributed to visitors traveling in privately owned vehicles and from those traveling as part of a tour group is estimated at 36,709 VUDs per season:

24,074 VUDs from POVs (Table 1.2)
12,635 VUDs as part of Tours (Table 1.3)
36,709 Total VUDs in the RMA

Long Term Scenarios

Two likely scenarios could impact visitor use of the RMA within the next 10 years. First, the State of Alaska opens the Dalton Highway to the public beyond Disaster Creek. Second, the state keeps the highway closed north of Disaster Creek. Assumptions of projected visitor use are made for both:

If the road remains closed (Table 1.4):

- The number of POVs and associated visitors doubles by 2001. Use is essentially limited to that portion of the RMA south of Disaster Creek.
- Current trends continue with about 50% of those reaching Yukon Crossing continuing on to Coldfoot before turning around.
- The number of buses and associated visitors doubles by 2001.
- The number of vans and associated visitors increases between 5 and 10%.

Table 1.4: Projected Visitor Use Days by the Year 2001 - Road Closed

Location	Current Use at Yukon Crossing		Anticipated Increase		VUDs	%**		Total VUDs
Yukon Crossing*	11,107	x	2	x	1	x100	=	22,214
Arctic Circle*	11,107	x	2	x	0.25	x67	=	3,720.8
Coldfoot*	11,107	x	2	x	2	x50	=	22,214
POV Subtotal								**48,148.8**
Buses	3,710	x	2	x	2.5	x100	=	18,550
Vans	1,680	x	1.075	x	2	x100	=	3,612
Total VUDs by 2001								**70,310.8**

*Privately owned vehicles

**Percent of visitors reaching the listed location from Yukon Crossing.

If the road opens (Table 1.5):

- The number of POVs and associated visitors triples by 2000 and use occurs along the length of the highway and the RMA.
- More of those reaching Yukon Crossing will travel on to Coldfoot then prior to the road opening. Approximately 60% are now expected to reach Coldfoot.
- Of those reaching Coldfoot approximately half (or 30% of those that initially reached Yukon Crossing) will go beyond Coldfoot.
- Visitors going beyond Coldfoot will stay on the average an additional 2 VUDs (i.e., in the RMA).
- The number of buses and vans and associated visitors is the same as under the road closed scenario (It does not exceed the first scenario level because the increased interest in the area will be satisfied by use of POVs.)

The road open scenario is being adopted for planning purposes.

Table 1.5 Projected Visitor Use Days by the Year 2001 - Road Open

Location	Current Use at Yukon Crossing		Anticipated Increase		VUDs	%***		Total VUDs
Yukon Crossing*	11,107	x	3	x	1	x100	=	33,321
Arctic Circle*	11,107	x	3	x	0.25	x70	=	5,832
Coldfoot*	11,107	x	3	x	2	x60	=	39,985
Beyond Coldfoot	11,107	x	3	x	2	x30	=	19,993
POV Subtotal								**99,131**
Buses**	3,710	x	2	x	2.5	x100	=	18,550
Vans**	1,680	x	1.075	x	2	x100	=	3,612
Total VUDs by 2000								**121,293**

*Privately owned vehicles

**Remains the same in either scenario, as discussed in narrative.

**Percent of visitors reaching the listed location from Yukon Crossing.

MAJOR ISSUES

As stated previously, the Dalton Highway Recreation Management Area is a remote area that until recently was inaccessible by road. Prior to road construction recreational use of the area was very light and widely dispersed. With the construction and subsequent opening of the Dalton Highway to the public, the situation quickly changed, raising many issues related to current and anticipated recreational use. The issues identified during this planning process are listed below under four headings or issue topics:

Issue Topic 1: Basic Safety, Health and Sanitation Services: Attention to basic visitor safety, health, and sanitation services is especially critical because of the area's remoteness, presence of certain hazardous conditions and lack of private/commercial services. Specific issues to be addressed are:

- While the responsibility for emergency services rests with local governments (i.e., the State and Borough), BLM can assist. At present there is a lack of strategically located emergency services to meet the expected increases in recreational and commercial highway use. Emergency response times are often not adequatic and can cause serious health and safety problems. Clear roles and responsibilities have not been developed with state/local governments, Alyeska, or other Federal agencies; until this is done it is difficult for BLM to effectively assist and locate equipment.
- How can information and understanding of the area's dangers and problems be presented? Specific concerns include:
    - Quickly changing and potentially dangerous road and weather conditions
    - Truck traffic
    - Highway and pipeline maintenance and construction activities
    - Impaired driver visibility from dust, snow, curves, etc.
    - Natural hazards such as avalanche, wildlife, hypothermia, etc.
- Traveling the Dalton highway, because of the length and difficult driving conditions, creates fatigue to recreational and commercial drivers. The 28-foot wide road bed does not accomodate safe installation of chains, emergency parking, or rest stops. Existing pull offs and waysides are not adequate to accomodate anticipated needs.

Issue Topic 2: Resource Protection: Increased recreational development and activity raises concerns about impacts to recreation and other area resources. Appropriate restrictions must be placed on recreational development and activity, as well as on other nonrecreational activities, when possible, to protect area resources. Specific issues to be addressed are:

- What information programs can be developed to minimize the impacts of recreational users?
- What use restrictions (if any) are needed on recreational activities/development to protect important wildlife habitat and populations including streams utilized by both anadromous and resident species of fish, peregrine falcon (a T&E species) nesting/hunting areas, and Dall's sheep lambing areas? Specific areas of concem include ACECs.
- What use restrictions (if any) need to be imposed on recreational activities to protect important subsistence resources and use areas?
- What restrictions can be placed on nonrecreational activities to protect recreation related resources?
- What restrictions should be placed on use of ORVs to minimize impacts to soil/vegetation resources and the vegetation-soils-permafrost complex?
- How can impacts to cultural resources resulting from increased development, visitation and vandalism be minimized?
- What restrictions should be placed on use of horses (and other pack animals) to minimize impacts to soil/vegetation resources?
- How can "spill-over" impacts on adjacent Conservation System Unit (CSU's) best be addressed?
- How should solid waste (i.e., black water, trash/litter) be managed? Who is the responsible agency? Should the state or BLM maintain roadside outhouses and trash barrels. What level of maintenance is required? How many RV dump stations are needed? Where should they be located?

- What level of law enforcement presence will be required?
- Little current knowledge is available concerning what levels of recreation and ORV use are appropriate for these climatic and biologic provinces. What additional studies and monitoring actions are required to address these conflicts?

Issue Topic 3: **Developed Recreation Facilities and Opportunities**: Because the Dalton Highway has only recently been opened to noncommercial traffic north of the Yukon River, recreational facilities and opportunities have not been adequately developed to meet current and anticipated future demand. Specific issues to be addressed are:

- Where should overnight, day-use and interpretive facilities be located?
- What is the appropriate level and type of development to achieve management objectives as outlined here and in the Utility Corridor RMP?
- What role should commercial/private enterprise play in providing recreational opportunity?
- Where should ORV trails be designated?
- Should motorized and nonmotorized recreational mineral collection be allowed in the DHRMA; if so where?

Issue Topic 4: **Information and Interpretation on Recreational Opportunities and Resources**: The area offers many exceptional backcountry and primitive recreational opportunities. However, because the area's recreational resources only recently began to receive public and Bureau attention, opportunities have not been thoroughly inventoried and available information has not been appropriately "packaged" for public distribution. Specific issues to be addressed are:

- What information should be conveyed to current and anticipated users?
- What information gaps exist and how can information be obtained?
- What locations would be best for disseminating information, i.e, to maximize level and quality of contact?
- What media would be most effective in reaching the public?

CHAPTER II: MANAGEMENT OBJECTIVES AND CONSTRAINTS

RECREATION MANAGEMENT OBJECTIVES

Overall Management Objective

The Dalton Highway Recreation Management Area (DHRMA or RMA) shall be managed to provide a variety of developed and semi-primitive motorized recreation opportunities. These setting opportunities will be provided consistent with the principle uses of the Utility Corridor as specified in the Utility Corridor Resource Management Plan. The physical setting will be maintained to protect the scenic resources in a predominately natural setting subject to development and maintenance of the Utility Corridor. The principle recreation activities to be provided include motorized touring, sightseeing, hunting, fishing, developed and undeveloped camping, interpretation and environmental education. The overall theme for Dalton Highway interpretation is the Arctic, where solar astronomy touches the earth effecting all aspects of life in the area. Tour bus visitors and independent travelers will be introduced to all aspects of the region's cultural history and industrial development. Subthemes will include orientation and safety, wildlife, geology, paleontology, archeology, native lifeways, transportation and industrial developments. Facility development to enhance recreational opportunities such as camping, interpretive sightseeing and vehicle oriented activities will occur only within those lands defined as Rural, Roaded Modified or Roaded Natural (see Map 2.1) and will incorporate park rustic design parameters.

Management Zone Objectives

The DHRMA has been divided into several different management zones with four different management strategies or objectives. The management zones represent the synthesis of Recreation Opportunity Spectrum (ROS) inventory data, decisions in the Utility Corridor RMP and the opportunities to supply a range of recreation activities to the users of the DHRMA. Management objectives for each of these zones are based on criteria and definitions developed for the identification of Recreation Opportunity Spectrum classes (see Appendix D). The four ROS classes identified within the DHRMA are shown on Map 2.1 and are described below.

Semi-Primitive Motorized (SPM)
These lands generally are more than one-half mile from improved roads and are characterized by an essentially unmodified environment of fairly large size. Management is to provide an opportunity for isolation from the sights and sounds of others. Motorized vehicles and equipment are permitted but use is light and is restricted to existing (and identified) trails and traditional use, including aircraft and snowmachines. Opportunity to feel a part of the natural environment, to have a high degree of challenge and risk and to use outdoor skills is emphasized. Recreational activities include backpacking, camping, hiking, hunting, ski-touring, snow shoeing, sled dog touring, fishing, river running, snowmobiling, horseback riding and aircraft landings.

Roaded Natural (RN)
These lands are mostly within one-half mile of improved roads and are characterized by a generally natural environment with moderate evidence of the sights and sounds of man. They are to be managed to provide about equal opportunities for affiliation with other user groups and for isolation from sights and sounds of man. Management is to provide the opportunity to have a high degree of interaction with the natural environment. Challenge and risk opportunities are not emphasized although practice of outdoor skills may be important. Resource modification and utilization practices are evident but harmonize with the natural environment to the extent possible

given the primary function of the area as an energy transportation corridor. Concentration of users is low to moderate with some facilities provided for group activities. On site controls and restrictions will offer a sense of security and emphasize visitor safety. Rustic facilities will be provided for user convenience as well as for visitor safety and resource protection. Recreational activities include all activities listed previously, plus picnicking, mineral collection, wood gathering, auto touring, and interpretive use.

Roaded Modified (RM)

These lands are characterized by a significant modification of the landscape and offer little opportunity to be isolated from the sights and sounds of man. The natural environment still dominates the overall setting due to the scale and expanse of the surrounding landscape. Management of RM areas may or may not emphasize recreational use depending on the presence (or absence) of other activities. Within the DHRMA these areas include lands within one-half mile of pipeline and highway maintenance facilities, former construction camps not within nodes (see Rural description following) and areas of extensive mining activity. Facilities providing visitor services are usually not present. All activity opportunities listed previously are possible. However, modifications and/or use of the area may necessitate restricting certain activities or may prevent visitors from having access to certain areas to prevent interruption of other management activities or to ensure visitor safety.

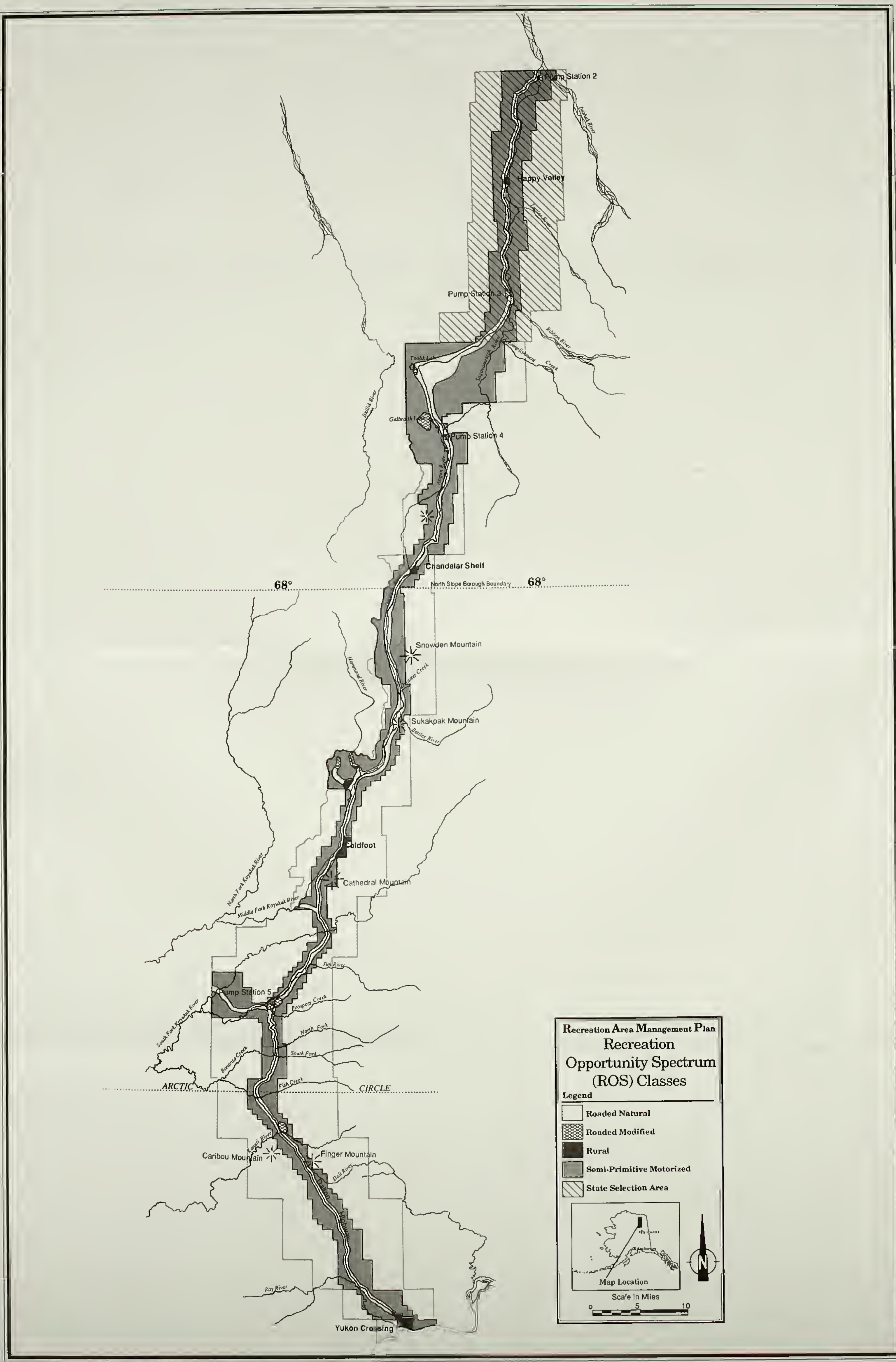
Rural (R)

These lands are characterized by a substantially modified natural environment and offer little opportunity to be isolated from the sights and sounds of man. Resource modification and utilization practices are obvious. Human sights and sounds are readily evident, and the concentrations of the users is often moderate to high. Within the DHRMA, Wiseman and areas identified by the Utility Corridor RMP as "development nodes" are rural lands. Management will provide sites and convenient opportunities to experience affiliation with individuals and groups, factors considered more important than the natural setting overall. Recreation facility development, informational signs, interpretive facilities and the presence of seasonal staff will result in intensive management presence in these areas. Opportunities for wild land challenges, risk taking, and testing of outdoor skills are generally unimportant. A number of facilities will be designed for use by a large number of people. Developed sites, roads, and trails are designed for moderate to high use. Moderate densities are provided for away from developed sites. All activities listed previously are possible plus competitive games, spectator sports, and motels/lodges.

MANAGEMENT CONSTRAINTS

The following resource decisions, derived from policy, planning, regulations and law have placed constraints on the management of the DHRMA:

- The primary function of the lands within the DHRMA is the transportation of energy resources; therefore, actions or activities potentially adverse to existing and future energy transportation systems will be avoided.
- Mineral material extraction is allowed within the DHRMA for maintenance and construction of transportation systems. This planning decision may be in conflict with recreation management objectives in some areas.
- Mineral entry, exploration and development is allowed in some portions of the DHRMA. Resulting activities may be in conflict with recreation management objectives in some areas.
- Subsistence uses and needs will be considered and adverse impacts will be minimized to the extent practical in accordance with the Utility Corridor RMP, and Title VIII of the Alaska National Interest Lands Conservation Act (ANILCA).
- Commercial road related development (excepting pipeline related activities) will be limited to areas identified as nodes through the Utility Corridor RMP and classified as rural under the ROS classification system. Four areas have been identified as development nodes in the Utility Corridor RMP, they are: Yukon Crossing, Coldfoot, Chandalar Shelf, and Happy Valley.


Pump Station 2
Happy Valley
Pump Station 3
Ribdon River
Toolik Lake
Galbraith Lake
Itkillik River
Pump Station 4
Atigun River
Chandalar Shelf
68°
North Slope Borough Boundary
68°
Snowden Mountain
Hammond River
Disaster Creek
Sukakpak Mountain
Bettles River
Coldfoot
Cathedral Mountain
North Fork Koyukuk River
Middle Fork Koyukuk River
Jim River
Pump Station 5
South Fork Koyukuk River
Prospect Creek
North Fork
South Fork
Bonanza Creek
Fish Creek
ARCTIC
CIRCLE
Kanuti River
Caribou Mountain
Finger Mountain
Dall River
Dalton Highway
Ray River
Yukon Crossing
Recreation Area Management Plan
Recreation Opportunity Spectrum (ROS) Classes
Legend
Roaded Natural
Roaded Modified
Rural
Semi-Primitive Motorized
State Selection Area
Map Location
Scale In Miles
0
5
10
N

- Recreation management actions and development will be consistent with ACEC management objectives and plans (to be developed).
- Within the DHRMA, the arctic peregrine falcon (found north of the Brooks Range) is classified as threatened and the American peregrine falcon (found south of the Brooks Range) is classified as endangered. Also, two plant species are labeled as sensitive by BLM. Any action adopted must take into consideration the impact on these species.
- No recreation facility development will occur on lands validly selected by the State of Alaska without the State's concurrence.

CHAPTER III: THE MANAGEMENT PLAN

INTRODUCTION

Each section in this chapter represents one of the "management action categories" identified in Bureau Manual 8322. Under each section heading or management action category are described specific actions developed to resolve the identified issues (see Chapter 1). The issues (or issue topics) are noted in ***bold*** typeface at the beginning of each action statement. The four issue topics are: a) Visitor Health, Safety and Basic Services b) Resource Protection c) Developed Recreation Facilities and Opportunities and d) Information and Interpretation on Recreational Opportunities and Resources.

To resolve an issue, several actions, frequently involving more than one action category, may be necessary. For example, if the issue were adverse impacts to the vegetation-soils-permafrost-complex caused by inappropriate use of ORVs, issue resolution could include: a) designation of ORV use areas to define what use is appropriate and where, b) an information program to inform the public where use is restricted and, conversely, where opportunities are available, and c) enforcement to ensure compliance with use designations. Thus, in this example, actions would be found under three section headings: 1) "ORV Designations," 2) "Visitor Services - Information and Interpretive Services" and 3) "Visitor Services - Visitor and Resource Protection." Thus, it is important to read the entire management plan, not just selected portions.

MANAGEMENT GUIDELINES FOR OTHER PROGRAMS

Cultural Program

Action 1 (Information and Resource Protection): Develop an interpretive program which can be updated as new cultural resource discoveries and information are obtained. See "Visitor Services-Information and Interpretive Services" section below.

Fire Program

Action 2 (Resource Protection): Alaska Fire Service will be notified, so that fire management plans can be modified, when new recreational facilities are developed. Fire management plans covering the Dalton Highway Recreation Management Area include the Arctic, Kobuk, Upper Yukon-Tanana, Seward-Koyukuk, and Tanana-Minchumina plans.

Forestry Program

Action 3 (Resource Protection): Tree removal will be restricted and/or cutting practices modified to protect scenic vistas (USDOI 1989:N-4). This is especially critical in those areas along the Jim River and within ACECs identified for their scenic or recreational values. See "Visual Resource Management" (VRM) and "Special Rules - Tree Cutting" sections.

Action 4 (Resource Protection): The Forest Management Plan (to be developed) will identify areas where firewood can be cut for use in campgrounds.

Minerals Program

Action 5 (Resource Protection): Oil and gas leases will be issued with no-surface occupancy stipulations within the inner corridor as addressed in the Utility Corridor RMP (USDOI, 1989, Proposed Action 4) to protect recreational and scenic values within the DHRMA.

Action 6 (Resource Protection): Mineral material extraction will be allowed within the DHRMA for maintenance and construction of transportation systems. However, certain safeguards will be applied in specific areas to protect recreation opportunities and scenic values: a) Sukakpak Mountain ACEC will be closed to gravel extraction, b) extraction of gravel from the streambeds and floodplains of Prospect Creek, and the Jim and Ivishak Rivers will be allowed only if no other economically feasible sites are available, c) use of existing disturbed sites rather than new sites will be encouraged (USDOI 1989: Chap. 2).

Visual Resource Management

Action 7 (Resource Protection): Conduct a complete visual resource assessment of the DHRMA within three years of the approval of this plan. Subject to the finding of this report and public input, revise the RMP through a plan amendment. The visual assessment report will focus on those areas within the DHRMA recognized as possessing important scenic values, i.e., Brooks Range, Dietrich/Koyukuk, and Yukon River scenic quality units as referenced on page 3-14 of the Utility Corridor RMP, and Sukakpak Mountain and the Galbraith Lake ACECs (USDOI 1989, Proposed Action 52).

Action 8 (Resource Protection): Provide a yearly evaluation of visual resources in the planning area and include proposals for visual resource enhancement and/or mitigation measures where needed.

Wildlife Program

Action 9 (Resource Protection): Determine through the Corridor Aquatic Habitat Management Plan (HMP), Jim River HMP, Dall's sheep HMPs, and/or ACEC Management Plans, appropriate recreational activities and use levels to prevent unacceptable degradation of important wildlife and fisheries habitat (USDOI 1989, Action 52 p. 2-39; p. N-27).

RECREATION MANAGEMENT - SPECIAL RULES

Action 10 (Resource Protection): Publish the following special rules and regulations for the DHRMA, including:

- Camping:
  - Overnight camping will be limited to 14 days in a 28 day period. Area is defined as including lands five miles in any direction of the initial campsite.
  - Overnight camping will be prohibited within two miles of the South Fork Koyukuk Bridge.
- Discharge of Firearms:
  - Discharge of firearms will be prohibited within one (1) mile of all developed campgrounds.
- Recreational Mineral Collecting:
  - All waters in the DHRMA are open to gold panning (i.e., use of pan and shovel) with the following exceptions:
    - On valid existing claims this activity is allowed only with permission of claimant.
    - The Toolik Lake Resource Natural Area (RNA) is closed to all forms of recreational mineral collection.

- Use of Horses and Other Pack Animals:
    - Within one mile of the Dalton Highway, horses will be quartered in corrals - certified weed free feed must be provided.
    - Use of BLM corrals (see "Facility Development" section) will be authorized by reservation at the Fairbanks Support Center or designated visitor centers.
    - Grazing of pack animals will not be allowed within one mile of the Dalton Highway, within 200 feet of recreational facilities (e.g., cabins, developed trails etc.), or within 50 feet of streams.
    - Private and commercial use of horses and pack animals is prohibited within the Toolik Lake RNA.
    - Use of horses or other pack animals for commercial purposes will require a permit.
- Tree cutting:
    - The cutting of green timber for firewood, houselogs or commercial purposes is prohibited, unless otherwise authorized, within 300 feet of the centerline of the Dalton Highway, the winter road to Bettles, the Nolan-Hammond road, other highways or public roads, designated ORV/hiking trails, campgrounds, interpretive sites, designated recreation streams and lakes (e.g., Jim River and Prospect Creek); and within 50 feet of all other streams (also ref. 43 CFR 5511.2-3 and USDOI 1989:N-4).*

* Cutting of trees in these areas to a remove a safety hazard is not prohibited nor would cutting for firewood, houselogs or commercial purposes be prohibited if done in conjunction with clearing for authorized construction or after fires. In Rural areas cutting policies should be consistent with the above restrictions, but ultimately will be determined through proposed nodal development plans (USDOI 1989:N-8).

LAND TENURE ADJUSTMENTS

Action 11 (Opportunity): All proposed recreation facilities shall be reviewed by the lead realty specialist for the Arctic District prior to or during project planning. Appropriate authorizations will be identified for each project, e.g. rights-of-way, withdrawals, etc. A withdrawal of land for Bureau purposes will require a petition to the Secretary of Interior.

Action 12 (Opportunity): Within the Coldfoot state selection area (reference *Utility Corridor Proposed RMP*, USDOI 1989, Proposed Action 6) the Secretary of Interior will be petitioned for withdrawal of lands necessary for Bureau administrative purposes and recreational development (see "Facility Development" section).

Action 13 (Opportunity): Acquire and rehabilitate suitable abandoned cabins for public purposes if they meet BLM facility standards and management objectives. Currently, BLM is aware of three cabins within the DHRMA that will be evaluated for public use suitability. They are the "Bonanza Creek Cabin", "Rainbow Gulch Cabin", and "Brockman Creek Cabin."

Action 14 (Opportunity): Acquire public access across non-public lands to the mouth of Ray River for canoeist and other small boats users. This access should be acquired in conjunction with development of the Ray River trail (see "Facility Development" section).

Action 15 (Opportunity): Limit concession leases to accommodate recreational support services (i.e., lodges, guide camps) to development nodes along the Dalton Highway as specified in Table 3.1.

OFF-ROAD VEHICLE DESIGNATIONS

At present, state law prohibits ORV use within five miles of the Dalton Highway right-of-way except that use which occurs in conjunction with mineral development activities (Alaska Statute 19.40.210, as amended). This ten mile wide corridor includes most lands within the DHRMA. Federal recreation program regulations prohibit operation of an ORV in violation of state laws and regulations which relate to ORV use, standards, registration, operation, and inspection [43 CFR 8341.1 (d)]. Hence, many of the proposals appearing in this section are not consistent with Alaska state law and cannot be implemented at this time. Regardless of state law, BLM has determined that a less restrictive ORV policy is appropriate. It is this less restrictive policy that will be described below. Implementation through publication of special rules will await agreement between the State of Alaska and BLM. Such agreement will be actively pursued. (See "Administration-Agreements and Contracts" section).

Action 16 (Opportunity/Resource Protection): To prevent damage to the vegetation-soils-permafrost complex, the DHRMA (approximately 1,100,000 acres) is classified as a limited ORV* use area (USDOI 1989 Action 30). Under this classification use of ORVs will be subject to the following restrictions:

SUMMER:
Summer use of ORVs is restricted to designated trails only.

WINTER:
Winter use of ORVs weighing less than 1,500 lbs gross weight will be allowed within the DHRMA during periods of frozen ground and adequate snow cover (an average of 6 inches) with the following restrictions and limitations:

- Within the boundaries of the Toolik Lake RNA (approximately 82,800 acres) all recreational use of ORVs will require a permit. This area is used extensively for arctic natural resources research. Recreational ORV use in this area will be strictly controlled to protect ongoing research.
- Within the following ACECs, winter use of ORVs will be prohibited from April 1 to October 1st (with adequate snow cover). April 1 marks the approximate beginning date of crucial use of these areas by Dall's sheep.
    - That portion of the Galbraith Lake ACEC located east of the Dalton Highway (approximately 12,000 acres)
    - Nugget Creek ACEC (64,000 acres)
    - Slope Mountain ACEC (5,100 acres)
    - Snowden Mountain ACEC (28,000 acres)
    - West Fork Atigun ACEC (8,500 acres)
- Within the Sagwon Bluffs ACEC, ORV use will not be permitted from April 15 to October 1st (with adequate snow cover).

* Note: bicycles will not be considered an ORV subject to use limitations under this classification, however, their use will be monitored and subject to control under surface protection regulations.

Action 17 (Resource Protection): Recreation ORV use limitations described above will be modified within ACECs, nodes or other special management areas if as a result of future activity planning it is determined ORV use limitations are unnecessary or insufficient to meet management objectives.

Action 18 (Opportunity): Designate two trails as ORV trails: the Linda Creek Trail and the Solstice Point Trail (see "Facility Development" section). These trails would be open for summer (and winter) use of ORVs weighing less than 1,500 pounds GVW. Both trails will allow "up and back" traffic. These trails are located primarily along ridgetops on relatively well drained gravelly soils. They were created by miners accessing mining claims on adjacent State land and are still used for this purpose. Appropriate signing will be installed (see Action 19).

Action 19 (Resource Protection/Visitor Safety/Information): Signing to control ORV use will be focused on: a) major entry points, b) areas where directional, hazard, or other safety information is necessary, and c) other specific problem areas. Designated ORV trails will have signs posting the trails as open to ORV use at the trailhead, at other obvious entry points, and every 2 miles along the route. The Toolik Lake RNA will be posted as closed to nonpermitted ORV use and restrictions on winter use within other ACECs, as noted in the previous action statement, will be posted along roads and other entry points. ROWs leading from the Dalton Highway to sites associated with operation of the pipeline are generally closed to the public and have physical barriers in place. Existing signing at these points is misleading and will be replaced.

Action 20 (Information/Resource Protection): An ORV brochure, with map, will be printed and distributed to inform the public of off-road vehicle opportunities, including public routes, and limitations in the Utility Corridor. Develop cardboard countertop display with map dispenser to distribute the ORV brochure at selected locations including Alyeska pump stations, and Alaska Department of Transportation and Public Facilities highway maintenance camps.

Action 21 (Resource Protection): At the present time ORV use in the DHRMA is quite low and largely concentrated near the Coldfoot/Wiseman and Yukon Crossing areas. Within the next ten years use will increase throughout the DHRMA, perhaps dramatically. To achieve resource management objectives and protect area resources, a monitoring/study plan will be developed to establish limits of acceptable change standards. The plan will:

- Determine accurately the location of concentrated use and preferred travel routes, vehicle types, frequency of use, duration of use, time of use and effect of environmental factors (e.g., weather and terrain) on use; and user preferences.
- Develop an evaluation system to quantitatively evaluate impacts associated with ORV use. Variables considered will include vehicle type, topography, soil type, vegetation, and wildlife. This information will be used to evaluate which habitats or areas can best or least tolerate ORV use.
- Utilize high level aerial photography as well as regular aerial and on the ground observation. Aerial monitoring should involve at a minimum of four flights per year. Emphasis will be on flights during the mid summer and hunting seasons. Ground monitoring of ORV use, especially on the two designated ORV trails, will be conducted as often as possible but no less than bi-weekly during the summer months and weekly during the active part of the hunting seasons. Close attention should be paid to signs of accelerated erosion.
- Continue to inventory existing and potential trails/routes.
- Use study plots to evaluate the impacts of use and recovery rates of impacted areas. Study plots will be identified on: a) abandoned trails, b) both designated ORV trails and, c) undisturbed areas as control sites.

VISITOR SERVICES

Emergency Services

Action 22 (Visitor Health and Safety): All BLM visitor services personnel will be trained in basic first aid and CPR (BLM Manual 8361). BLM will train sufficient numbers of visitor services personnel to the Emergency Medical Technician level to assure the presence of at least one EMT trained BLM employee at (or near) all visitor center locations during the tourist season (June through mid to late September).

Action 23 (Visitor Health and Safety): All BLM visitor services personnel must provide first aid, consistent with their levels of training, to persons requiring such aid. BLM will provide appropriate equipment to ensure assistance can be provided to the level of certification. Personnel will continue to render aid until relieved by ambulance personnel, Emergency Medical Technicians, local authorities, or other medical authority, or until victim has recovered sufficiently to allow transportation to a medical facility by friends, relatives, or other persons. (BLM Manual 8361).

Action 24 (Visitor Health and Safety): BLM will provide emergency medical training for local volunteers or support such training through cooperative effort with the State of Alaska.

Action 25 (Visitor Health and Safety): The Alaska State Troopers and local authorities will have primary responsibility for search and rescue operations. BLM will provide all possible assistance consistent with BLM Manual 8361 including equipment, personnel and expertise.

Action 26 (Visitor Health and Safety) BLM will install radio communication equipment including mobile/base stations, and repeaters to facilitate emergency communication in remote areas. Also see "Special Equipment" section.

Information and Interpretive Services

Action 27 (All Issues): Develop an information and interpretive program for the DHRMA using visitor contact specialists, exhibits, and brochures (also see Action 29). As part of this program, staffed visitor contact facilities, overlooks, and interpretive sites will be constructed at several points along the highway (see "Facility Development" section). Other facilities, such as waysides, campgrounds, trailheads, and river access points will be used to disseminate information. Information provided will address the identified issues and will include:

- Principle recreation themes:
    - recreational opportunities in and near the DHRMA
    - location of recreational facilities
    - specific information on backcountry hiking, camping and other dispersed recreation opportunities
    - recreational mineral collection areas and rules
    - depiction of ORV use areas and limits (see ORV section)
    - trails information
    - watchable wildlife viewpoints
- Visitor health and safety:
    - giardiasis (or "beaver fever" caused by an intestinal parasite)
    - bear safety
    - general road condition information
    - arctic weather/remote environment
    - fire hazards
    - emergency information
    - mountain bicycling hazards
- Interpretive material:
    - natural history
    - cultural and paleontological resources
    - transportation and commercial history
- Resource protection:
    - rare and sensitive plants and threatened and endangered animals
    - ORV restrictions
    - horse corrals
    - minimum impact camping (see Action 31)

Action 28 (All Issues): As part of the information and interpretive program, BLM personnel will actively inventory (i.e, explore) backcountry areas and survey area visitors. Information obtained will be used to assist recreationists achieve their desired experience, protect resources and to ensure a greater level of personal safety. Our current knowledge of these areas is incomplete.

Action 29 (Resource Protection/Information): Develop a signing program to provide on-the-ground identification and information regarding special land use areas, points of interest, natural, as well as man-made, hazards, and rules of conduct. This program should be integrated with the information/interpretive program discussed in Action 27. Signs will be located and designed to identify:

- Recreation opportunities, such as:
    - points of access to backcountry camping and hiking opportunities
    - watchable wildlife viewing points
- Special use areas, such as:
    - designated ORV use areas and trails
    - Research Natural Areas
    - Areas of Critical Environmental Concern

- Hazard or high risk areas, such as:
    - class IV rivers
    - hazardous material sites (from abandoned mining operations, illegal dumping etc.)
- Road hazards/conditions, such as:
    - inadequately marked road hazard areas (e.g., turns, steep grades etc) especially intersections and other danger areas/conditions that may result from new recreational developments. BLM will work with Alaska DOT/PF to identify and post these areas.
- Rules of conduct and use as required by 43 CFR 8365.2 at the entrance of all developed recreation sites.

Action 30 (Visitor Health and Safety): Provide a register for backcountry users at all staffed visitor centers to record names, expected trip duration and destination, license and make of vehicle (if applicable), and persons to notify in case of an emergency.

Action 31 (Resource Protection): Implement a visitor awareness program of minimum impact camping. This program will utilize the visitor service specialist, interpretive signing and brochure material to stress minimum impact camping techniques. The use of camp-stoves, proper method of removing fire rings, pack it in - pack it out techniques, preferred human waste disposal procedures, and minimum impact hiking techniques will be stressed in the program.

Action 32 (Visitor Health and Safety/Information): Develop a message broadcasting system for the Utility Corridor designed to deliver interpretive and/or informational messages over car radios (AM, FM or CB) on an assigned frequency. Audio tapes to be broadcast will be frequently updated with current information on road conditions, weather and fire reports, and areas of potentially high scenic or wildlife viewing quality. Also, see "Special Equipment" section.

Visitor and Resource Protection

Action 33 (Resource Protection): Implement a patrol program stressing visitor contact, campsite cleanup, site monitoring, vandalism surveillance of archeological sites, effectiveness of carrying capacity limitations, and trail condition surveys, etc. Patrols should use ranger, recreation and other resource staff. Voluntary compliance with rules and regulations will be a primary objective. Document and evaluate results of patrol program annually. Patrols should be conducted daily at all developed campgrounds and popular recreation sites during use season.

Action 34 (All Issues): Establish Limits of Acceptable Change (LAC) management objectives for the DHRMA. LAC thresholds should be established for the following program areas:

- ORV use within critical wildlife and fisheries habitat areas
- ACEC's
- visitor experiences within the semi-primitive motorized ROS class
- resident wildlife and fish populations
- visitor use levels within developed and undeveloped recreation sites

If necessary research will be undertaken to establish levels of acceptable change and to establish carrying capacity limits for specific locations.

Action 35 (Visitor Health and Safety): BLM will sign known hazard or high risk areas, to include Class IV rapids (Atigun Gorge), and hazardous material sites (from abandoned mining operations, illegal dumping etc.), also see Action 29.

CONCESSIONS

Action 36 (Opportunity): In response to identified issues and consistent with recreation management objectives, the private sector will be permitted or solicited to provide the services described by Table 3.1.

Table 3.1: Services Appropriate for Private Sector Development

Site	Services	Development Status	Development Options
Yukon Crossing	• PSF* • Dump Station • Campground • RV Park	• Developed • Undeveloped • Undeveloped • Undeveloped	• Private • Public/Private • Public/Private • Private
Coldfoot	• PSF* • Dump Station • Campground • RV Park	• Developed • Unapproved • Undeveloped • Limited	• Private • Public/Private • Public/Private • Private
Chandalar Shelf	• Lodge	• Undeveloped	• Private
Happy Valley	• PSF* • RV Park	• Undeveloped • Undeveloped	• Private • Private

* PSF: Public Service Facility - Includes food, lodging, gas, and vehicle repair

The BLM will establish all development standards for privately operated and maintained facilities prior to proposal acceptance. In addition to required services, development standards will address construction materials, capacities, seasons of operation, etc.

> *Discussion:* BLM allows commercial road related development in areas identified as development nodes through the Utility Corridor RMP. There are four such areas within the DHRMA: Yukon Crossing, Coldfoot, Chandalar Shelf, and Happy Valley (USDOI 1989 Proposed Action 28 and 17-Table 2.3). These areas are classified as Rural under the ROS classification system. At the present time existing facilities at Yukon Crossing and Coldfoot provide food, lodging, fuel and vehicle repair services. These facilities are consistent with BLM management objectives. No visitor services are now located at either Chandalar Shelf or Happy Valley.

Action 37 (Opportunity/Visitor Safety): BLM will solicit the private sector to provide a highway shuttle service from Coldfoot to backcountry access points both north and south of Coldfoot. This service will operate on a regular and frequent schedule during the summer season and will operate beyond the current road closure at Disaster Creek. The objective is to encourage and allow wider use of backcountry opportunities in the DHRMA while also eliminating the need to park vehicles for long periods of time in the highway ROW or on Alyeska and DOT/PF access roads. Lands will be provided within the Coldfoot node for POV parking and other required facilities.

FACILITY DEVELOPMENT

Action 38 (All Issues): This action statement describes proposed facility development using two formats. First, it lists by function (e.g., wayside, campground, etc.) the sites or locations within the Recreation Management Area to be developed in response to identified issues. At some sites several functionally different facilities addressing more than one issue will be developed. Accordingly, these sites are listed more than once. This format emphasizes that at any one site several different facilities, addressing multiple issues may be planned. Components of an overall site proposal need not be constructed simultaneously. Indeed, it may be necessary (and prudent) to phase facility development throughout the DHRMA and at individual sites over several years.

The second portion of this action statement identifies, in a tabular format (Table 3.2), all proposed development sites in sequential order from south to north. In this format, each site is listed only once. For each site, the anticipated period or phase of development, types of facilities, and anticipated activities are listed. More detailed descriptions of each proposed facility are found in Appendix E. These descriptions have been included to provide additional guidance for subsequent project planning. However, it should be noted that these descriptions were not derived through site specific planning and that rather significant changes may occur as a result of that process. The last section of this Chapter will present implementation phasing (scheduling) and estimated costs of facilities (and of other actions) in greater detail.

It is important to note that: 1). On lands north of Toolik Lake, available to the state under the Utility Corridor RMP Record of Decision (U.S. DOI, 1991), neither project planning nor construction of facilities will proceed unless the state relinquishes its selections or concurs with the proposed action. Sites on these lands are noted below in *Italics*. 2) Many site names used below are local or unofficial names, and in some cases names were given to a site for this document; such names will not be found on USGS maps.

ISSUE 1: VISITOR HEALTH, SAFETY AND BASIC SERVICES

VISITOR CONTACT FACILITIES*

1.	Yukon Crossing	MP 56
2.	Coldfoot	MP 175

* All facilities of this type will be staffed, at least during summer months, and thus be an important part of the visitor services program. Site(s) will be located at key points along the highway. Facilities will vary in design according to specific needs and functions.

WAYSIDES*

3.	Finger Mountain	MP 98
4.	Arctic Circle	MP 115
5.	Solstice Point (Gobblers Knob)	MP 132
6.	Sukakpak Mountain	MP 204
7.	Disaster Creek	MP 211
8.	Upper Dietrich River	MP 235
9.	Spike Camp Creek	MP 250
10.	Galbraith Lake	MP 274
11.	*Happy Valley*	*MP 334*

* All waysides at a minimum will provide parking, restroom and litter facilities and may include interpretive information and other services.

ISSUE 2: RESOURCE PROTECTION

DUMP STATIONS*

1.	Yukon Crossing	MP 56
2.	Coldfoot Dump	MP 180

* All dump stations will provide for RV disposal of gray/black water, will have restroom facilities,trash receptacles and potable water.

RECREATION SITES*

3.	South Fork Bonanza Creek	MP 124
4.	South Fork Koyukuk River	MP 156

*** These sites have been identified for development as a direct result of an identified problem resulting from existing use, facilities will vary according to situation (see Appendix E)**

CORRALS*

5.	Bonanza Creek	MP 124
6.	Rosie Creek	MP 173
7.	Gold Creek	MP 197
8.	Galbraith Lake	MP 275

* Corrals will be located on denuded sites, gravel bars, existing material sites, pads, etc. Supplemental feeding with certified weed free feed will be required at these sites; visitors will be required to feed/confine animals in the corral when staying in the area. Sites will also have to be examined for watering needs. Use of these corrals will be by reservation at the Fairbanks Support Center public lands office or at designated visitor contact stations. Each corral will be divided in 3 sections each holding a maximum of six animals. Associated facilities, e.g., restrooms, litter, may be located on site if determined appropriate.

RV OVERFLOW AREAS (POTENTIAL)*

9.	Sixty Mile	MP 60
10.	Whimbrel Hill	MP 94
11.	Old Man Camp	MP 107
12.	Arctic Circle	MP 115
13.	Little Nasty Creek	MP 129
14.	Prospect/Jim River	MP 135
15.	Marion Creek	MP 180
16.	Disaster Creek (Dietrich Camp/Airstrip)	MP 211
17.	Galbraith Lake	MP 275
18.	*Happy Valley*	*MP 334*

* These sites are all located on existing disturbed areas and are RV accessible. Facilities will be temporary in nature. These sites have been identified to provide for overnight camping, etc., anticipated during special events and other peak use periods, such as the Alaska Highway celebration in 1992. In the future, some of these sites may be developed as permanent facilities.

ISSUE 3: LACK OF DEVELOPED RECREATIONAL OPPORTUNITIES

CAMPGROUNDS/MULTIPLE RECREATION SITES*

1.	Sixty Mile Artesian (25 campsites)	MP 60
2.	Arctic Circle (20 campsites)	MP 115
3.	Prospect/Jim River (30 campsites)	MP 135
4.	Marion Creek (40 campsites)	MP 180
5.	Galbraith Lake (20 campsites)	MP 275

* These sites are all located on or adjacent to an existing (unimproved) use area and are RV accessible. Development will accommodate overnight camping and day use. All sites will include restrooms, trash receptacles, and potable water (if feasible). Other activities and services, facility size and target group will vary depending on site location and available resources (see Appendix E).

RECREATION SITES*

6.	Yukon River Boat Launch	MP 56
7.	Grayling Lake	MP 150
8.	Tramway Bar	MP 161

* These sites have been identified for a variety of reasons, facilities provided will vary accordingly (see Appendix E).

TRAILHEADS*

9.	Ray River	MP 70
10.	Bonanza Creek	MP 124
11.	Casper Lake	MP 158
12.	Marion Creek	MP 180
13.	Gold Creek Trail (ORVs)	MP 197
14.	Bettles River	MP 207
15.	Nutirwik Creek	MP 227
16.	Galbraith Lake	MP 275

* Trailhead areas will be developed as appropriate to enhance existing opportunities. All trailheads will provide trash receptacles and parking. Note: the above list of trailheads is not a list of existing trails, but only of those which will be enhanced through facility development.

CABINS*

17.	Bonanza Creek Cabin	Access - MP 124
18.	Casper Lake Cabin	Access - MP 158

* These would be newly constructed cabins, not acquired/rehabilitated cabins. Cabins will be rustic, accommodate 4-6 persons and will be usable in winter. Both cabins are outside the DHRMA but would be accessible by trails beginning in the DHRMA.

ISSUE 4: LACK OF INFORMATION ON EXISTING RECREATIONAL OPPORTUNITIES AND RESOURCES.

VISITOR CONTACT FACILITIES*

1.	Yukon Crossing	MP 56
2.	Coldfoot	MP 175
3.	Galbraith Lake	MP 275

* All facilities of this type will be staffed, at least during summer months, and thus be an important part of the visitor services program. Sites will be located at key points along the highway. Facilities will vary in design according to specific needs and functions.

INTERPRETIVE SITES/OVERLOOKS*

4.	Sand Hill	MP 73
5.	Yukon Flats	MP 86
6.	Finger Mountain	MP 98
7.	Olsons Lake	MP 103
8.	Arctic Circle	MP 115
9.	Solstice Point	MP 132
10.	Prospect Creek	MP 136
11.	Chapman Lake	MP 161
12.	Cathedral Lake	MP 165
13.	Bob Marshall	MP 187
14.	Sukakpak Mountain	MP 204
15.	Arctic Loons Ponds	MP 215
16.	Chandalar Shelf	MP 237
17.	Atigun Valley	MP 261
18.	Toolik Lake	MP 286
19.	*Slope Mountain*	*MP 301*
20.	*Ice Cut*	*MP 325*
21.	*Sagwon Bluffs*	*MP 344*
22.	*Arctic Coastal Plain*	*MP 354*

* Sites listed here are located and designed to provide a variety of interpretive opportunities, e.g., watchable wildlife, natural history, historical, etc. All will be located outside the highway ROW but will be accessible from the road and will provide parking and other services/facilities as appropriate. Other specific aspects of design will vary from site to site.

ALL ISSUES:

ADMINISTRATIVE SITES*

1.	Yukon Crossing	MP 56
2.	Coldfoot	MP 175
3.	*Happy Valley*	*MP 334*

* To enable operation and maintenance of facilities, to provide for an effective on the ground management presence, and to support recreation and other BLM program activities within the DHRMA, administrative sites will be located at the listed sites. These sites will provide office, housing, storage, and maintenance facilities as appropriate (see Appendix E).

NOTE: Exisiting administrative site at Chandalar Shelf is not listed because the present facility is adequate to meet anticipated needs.

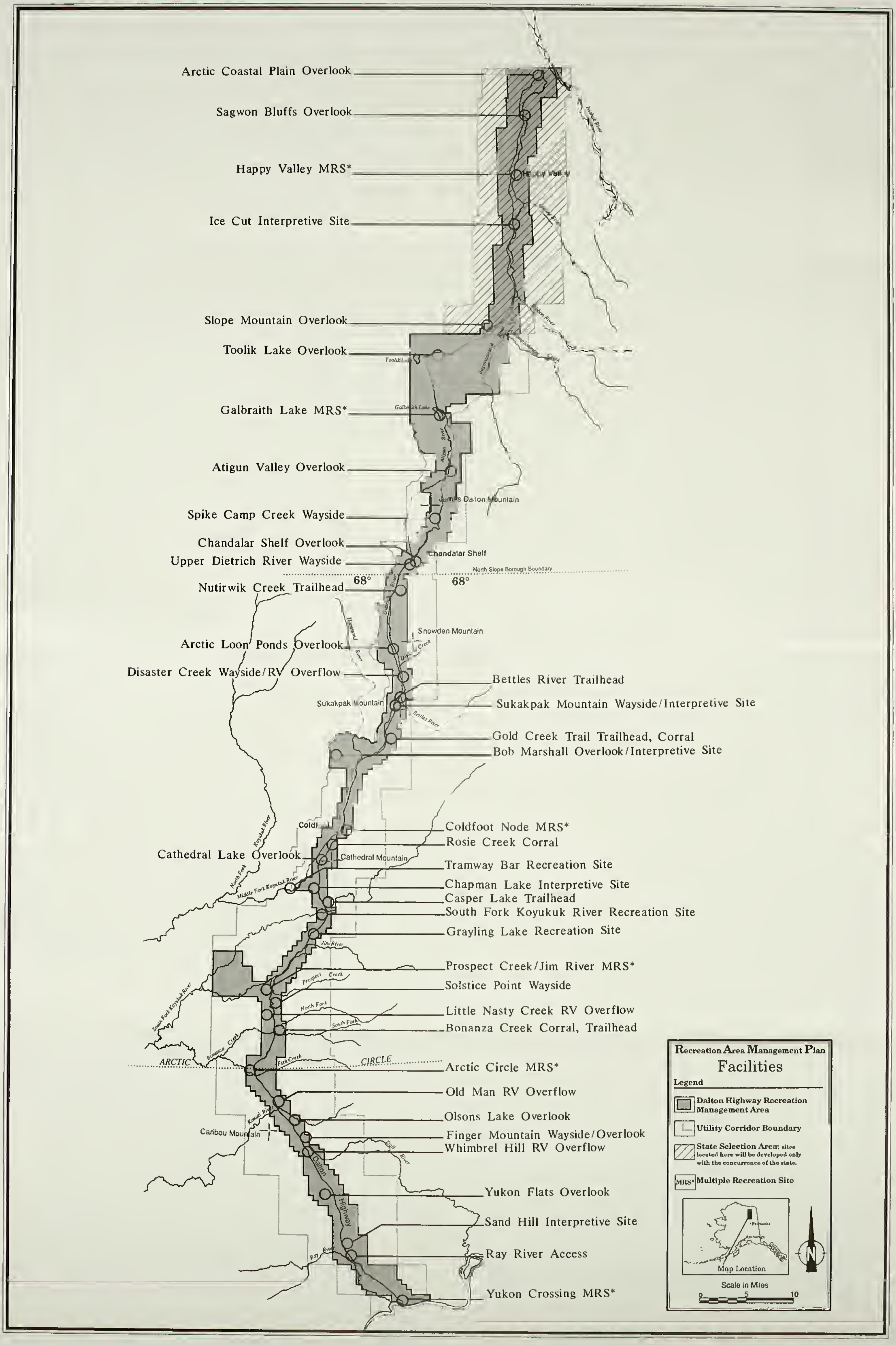

Arctic Coastal Plain Overlook
Sagwon Bluffs Overlook
Happy Valley MRS*
Happy Valley
Ice Cut Interpretive Site
Ivishak River
Slope Mountain Overlook
Toolik Lake Overlook
Toolik Lake
Sagavanirktok River
Galbraith Lake MRS*
Galbraith Lake
Atigun River
Atigun Valley Overlook
James Dalton Mountain
Spike Camp Creek Wayside
Chandalar Shelf Overlook
Chandalar Shelf
Upper Dietrich River Wayside
North Slope Borough Boundary
68°
68°
Nutirwik Creek Trailhead
Dietrich River
Snowden Mountain
Hammond River
Arctic Loon Ponds Overlook
Disaster Creek Wayside/RV Overflow
Bettles River Trailhead
Sukakpak Mountain
Sukakpak Mountain Wayside/Interpretive Site
Bettles River
Gold Creek Trail Trailhead, Corral
Bob Marshall Overlook/Interpretive Site
Coldfoot
Coldfoot Node MRS*
Rosie Creek Corral
Koyukuk River
Cathedral Lake Overlook
Cathedral Mountain
Tramway Bar Recreation Site
North Fork
Middle Fork Koyukuk River
Chapman Lake Interpretive Site
Casper Lake Trailhead
South Fork Koyukuk River Recreation Site
Grayling Lake Recreation Site
Jim River
Prospect Creek/Jim River MRS*
Prospect Creek
Solstice Point Wayside
North Fork
Little Nasty Creek RV Overflow
South Fork
South Fork Koyukuk River
Bonanza Creek Corral, Trailhead
Bonanza Creek
Fish Creek
ARCTIC CIRCLE
Arctic Circle MRS*
Old Man RV Overflow
Kanuti River
Olsons Lake Overlook
Caribou Mountain
Finger Mountain Wayside/Overlook
Whimbrel Hill RV Overflow
Dall River
Dalton Highway
Yukon Flats Overlook
Sand Hill Interpretive Site
Ray River
Ray River Access
Yukon Crossing MRS*
Recreation Area Management Plan
Facilities
Legend
Dalton Highway Recreation Management Area
Utility Corridor Boundary
State Selection Area; sites located here will be developed only with the concurrence of the state.
MRS* Multiple Recreation Site
Fairbanks
Anchorage
Map Location
Scale in Miles
0
5
10
N

Table 3.2: Proposed Development Sites

NOTE: sites indicated by Italics are on lands to be available to state selection; further planning and development will not proceed without state concurrancce.

Site Name or Location	Mile Post	Primary Issues(s) Addressed [1]	Type of Development	R/T [2]	Primary Activities Possible [3]	Phase [4]
Yukon Crossing Node (includes 60 mile site)	56 to 60	All	Visitor Contact Facility, Dump Station, Campground, River Access, Administrative Site, RV Overflow Area	R/T	Camping, Fishing, Boating, Hiking, Picnicking, Hunting, Interpretive Sightseeing (IS)	I & II
Ray River	70	RO	River Access		Floatboating, Fishing, Hiking Hunting	II
Sand Hill	73	I	Interpretive Site		IS	III
Yukon Flats	86	I	Overlook		IS	I
Whimbrel Hill	94	RP	RV Overflow		Overflow Camping	I
Finger Mt.	98	H&S, I	Wayside, Overlook	R/T	IS, Hiking	I
Olsons Lake	103	I	Overlook	T	IS, Hiking	III
Old Man Camp	107	RP	RV Overflow		Overflow Camping	I
Arctic Circle	115	All	Campground, Wayside, RV Overflow, Interpretive Site	R/T	Camping, Hiking, IS, Picnicking	I
Bonanza Creek	124	RP, RO	Corral, Trailhead, Cabin	R/T	Hunting, Hiking, Fishing Floatboating, Camping	II
Little Nasty Ck.	129	RP	RV Overflow		Overflow Camping	I
Solstice Point	132	H&S, I	Wayside	R/T	IS, ORVs	I
Prospect Creek/Jim River	135	RP, RO	Campground, RV Overflow	R/T	Camping, Fishing Hunting, Hiking, Floatboating, IS, Picnicking	I & II
Grayling Lake	150	RO	Lake Access, Dock	T	Floatplane Access, (possibly picnicking)	II
South Fork Koyukuk River	156	RP	Recreation Site	R/T	Fishing, Hunting, Hiking, Floatboating, Recreational Mining	I & II
Casper Lake	158	RO	Trailhead, Cabin	T	Fishing, Hiking, Hunting	III
Chapman Lake	161	RP, I	Interpretive Site	T	Fishing, Hiking, Picnicking	II
Tramway Bar	161	RO	River Access, Recreation Site	T	Floatboating, Fishing, Hunting, Picnicking	II
Cathedral Lake	165	I	Overlook		IS	I
Rosie Creek	173	RP	Corral	T	Horseback Riding, Hunting	I
Coldfoot Node (includes Marion Creek site)	175 to 180	All	Visitor Contact Facility, Administrative Site, Campground, River Access, Trailhead. RV Overflow, Dump Station	R/T	Camping, IS, Floatboating, Fishing, Hiking, Hunting, Picnicking, Dogmushing	I & II
Bob Marshall	187	I	Overlook	T	IS	II
Gold Creek Trail	197	RP, RO	Trailhead, Corral	T	ORVs, Hiking, Horseback Riding, Hunting, Recreational Mining	II
Sukakpak Mt.	204	H&S, I	Wayside, Interpretive Site	R/T	IS	I
Bettles River	207	RO	Trailhead, River Access		Fishing, Hiking, Hunting, Floatboating,Recreational Mining	III
Disaster Creek	211	RP	Wayside, RV Overflow	R/T	Rest Area, Turn-around	I & II
A/Loon Ponds	215	I	Overlook	T	IS	II

Nutirwik Creek	227	RO	Trailhead	T	Hiking	III
Upper Dietrich River	235	H&S	Wayside	R/T	Rest Area	I
Chandalar Shelf	237	I	Overlook		IS	II
Spike Camp Ck.	250	H&S	Wayside	R/T	IS, Rest Area	I
Atigun Valley	261	I	Overlook		IS	I
Galbraith Lake	275	All	Campground, Wayside, Corral, Trailhead, RV Overflow	R/T	Camping, Hiking, IS, Picnicking	I & II
Toolik Lake	286	I	Overlook		IS	I
Slope Mt.	*301*	*I*	*Overlook*	*T*	*IS*	*II*
Ice Cut	*325*	*I*	*Interpretive Site*		*IS*	*III*
Happy Valley Node	*334*	*H&S, RP*	*Wayside, RV Overflow, Administrative Site*	*R/T*	*Rest Area, Overflow Camping*	*I & II*
Sagwon Bluffs	*344*	*I*	*Overlook*		*IS*	*III*
Coastal Plain	*354*	*I*	*Overlook*	*T*	*IS*	*III*

[1] Issues:

H&S:	Visitor Health, Safety and Basic Services
RP:	Resource Protection
RO:	Developed Recreation Opportunity
I:	Information and Interpretation

[2] R/T:
Indicates presence of restrooms (R) and/or trash (T) receptacles

[3] Primary Activities:
At present snowmachining opportunities are severely restricted by State law, thus it is not listed. Snowmachining will be an opportunity at many locations if this situation is resolved.

[4] Phase
Phase indicates when construction is to begin (assuming funding is available). At sites where many facilities are proposed with different development schedules, more than one phase may be indicated. Phases indicated are:

- I: First phase construction, to begin in first 3 years
- II: Second phase construction, to begin in years 4 through 6
- III: Third phase construction, to begin in year 7 or later.

RESOURCE MANIPULATION AND REHABILITATION

Action 39 (Visitor Health and Safety): At waysides, interpretive sites and other recreation sites where high dust conditions can create a dangerous road safety situation or significantly impair the recreational experience, BLM will work with the State of Alaska DOT/PF to prevent such conditions. This will include supplying the State with chemicals such as calcium chloride or appropriate substitute.

Action 40 (Opportunity/Visitor Safety): Cabins acquired through proper procedure (see "Land Tenure Adjustments") and determined to have potential for public recreational use will be rehabilitated and/or relocated (if feasible). Unwanted structures will be removed. At the present time, three cabins have been identified in the DHRMA which will be evaluated for possible public recreational use (or removal). They are the "Bonanza Creek Cabin", "Rainbow Gulch Cabin", and "Brockman Creek Cabin."

MAINTENANCE

Action 41 (Visitor Health, Safety and Basic Services): Maintenance plans including maintenance schedules for all facilities will be developed to meet maintenance levels prescribed below. Maintenance standards, i.e., specific tasks and descriptions of final appearance, needed to achieve these maintenance levels will be defined as part of maintenance plan(s). Maintenance plans will be developed by the Branch of Engineering of the State Office with District assistance. The following levels of maintenance are needed to meet management objectives:

- Maintain recreation sites and facilities used seasonally by the Bureau and/or the public to extend life of systems and components 10 to 15 years. When facilities are open, repair critical items and service interruptions within 24 hours and repair non-critical items and services within 2 weeks. Keep site neat with facilities maintained to prevent blighted appearance, i.e., all facilities in fair to good condition. During periods of nonuse maintain at custodial level to protect investment. Condition surveys of entire site will be scheduled on a two year cycle.
- Maintain recreation facilities and sites used year round by the Bureau and/or the public to extend life of systems and components 20+ years. Repair critical items and service interruptions within 24 hours and repair non-critical items and services within 5 days. Maintain neat appearance in good condition. Condition surveys will be scheduled on an annual basis.
- Restroom holding tanks located at seasonal facilities will be pumped at least once per season. Year round facilities using holding tanks will be pumped as required. Pumping of these facilities will be coordinated with the state to avoid unnecessary duplication of equipment and effort, also see "Agreements and Contracts".
- All solid wastes shall be removed from the public lands to Alaska DEC approved solid waste disposal facilities. There will be no burial of garbage or human wastes. Pickup of solid wastes from all public facilities will be performed by BLM or its agent. Emptying of trash receptacles along the highway will occur weekly during use season and more often at trouble spots and sensitive locations. Campground and recreation site garbage/trash collection will occur as required during the use season. BLM will consult with the state to avoid unnecessary duplication of equipment and effort, also see "Agreements and Contracts".

ADMINISTRATION

Staffing

Action 42 (All Issues): To maintain current and anticipated recreation program activities, the following staffing will be required by the District when the plan is fully implemented. This does not include support staff such as realty specialists, engineers and landscape architects that may be required for project planning and site design.

Table 3.3: Staffing Needs

Position	Description of Duties	Grade	Status	No. Pos.	Organization	Total WMs
NRS	Overall Program Supervisor	GS-12	PFT	1	District Office	10
Rec Planner	RAMP amendments, Project planning, maintenance planning coordinator, etc.	GS-9, 11	PFT	1	District Office	10
Rec Planner	Budget and other administrative functions - has District recreation Responsibilities beyond this SRMA	GS-11	PFT	1	District Office	2
Visitor Services Specialist	Overall responsibility for all aspects of interpretive program	GS-9, 11	PFT	1	District Office	10
Visitor Services Technician	Man visitor contact facilities at Yukon Crossing, Coldfoot and Galbraith Lake	GS-5	Seasonal*	4	District Office	16
NRS	Overall responsibility for monitoring use and inventory of recreation resources, including collation of data and writing necessary reports. Also issues recreation permits	GS-11	PFT	1	District Office	10
Recreation Technician	Monitoring, inventory during use season; 3 summer; 1 winter	GS-5	Seasonal*	4	District Office	16

Carpenter	Fabrication, layout and oversight of small construction and maintenance tasks, maintains maintenance stores	WG	PFT	1	Branch of Engineering	10
Laborers	Conduct campground cleanup and maintenance just prior to and during use season	WG	Temporary	3	Branch of Engineering	15
Rangers	Enforcement	GS - 9	PFT	2	District Office	15
Totals				19		114

* NOTE: Seasonal positions may be filled by qualified volunteeers

Special Equipment

Action 43 (Visitor Health, Safety): BLM will ensure that visitor services personnel are provided with the first aid equipment necessary to provide assistance within their individual level of certification (ref. BLM Manual 8361.15). Accordingly, at all visitor contact facilities equipment will be provided consistent with the Emergency Medical Technician level of certification, (ref. Action 22). "Visitor Services - Emergency Services" section). See BLM manual 8360, Appendix 1, for sample equipment lists.

BLM will also ensure that visitor services personnel are supplied with search equipment necessary to provide assistance within their levels of expertise and local needs (ref. BLM Manual 8361.21). Appropriate rescue caches will be supplied and located at all sites manned by visitor services personnel (i.e., Yukon Crossing, Coldfoot, and Galbraith Lake). Search and rescue equipment may include rafts/boats, outboard motors, ATVs and snowmachines.

Action 44 (Visitor Health, Safety and Basic Services): Consistent with the Arctic District Communications Plan (being developed), visitor contact facilities and/or administrative sites at Yukon Crossing, Coldfoot and Galbraith Lake will be equipped with communications equipment compatible with the District system. These sites will serve as field base stations. All vehicles assigned to serve visitor service functions will be equipped as mobile base stations. Visitor services personnel operating in the field will be equipped with walkie-talkies.

Action 45 (Visitor Health, Safety and Basic Services): Consistent with the proposed message broadcasting system, Action 32, transmitter(s) and related broadcasting equipment, including necessary licenses, will be obtained.

Action 46 (Visitor Health, Safety and Basic Services): It may be necessary to acquire vehicles/equipment to supply potable water to certain recreation sites where other alternatives are not feasible. This could range from a fairly large water truck or trailer, to a tank that can fit in a pickup truck bed.

Action 47 (Visitor Health, Safety and Basic Services): Two specifically equipped vehicles will be purchased or leased to provide regular and dependable trash pick-up at all facilities.

Agreements and Contracts

Action 48 (All Issues): To implement various recreation management actions the following contracts and agreements must be established:

- Memorandum of understanding with the State of Alaska to assure coordination and consistency between BLM and AK DOT/PF highway planning and DHRMA plan implementation. Such an MOU will address:
    - responsibilities of BLM and the State relating to emergency services and future responsibilities for upgrading these services as visitation increases
    - goals and objectives of BLM and the State relating to ORV management along Dalton Highway and process for resolution of existing ORV management inconsistencies
    - responsibilities of BLM and the State regarding trash pickup and restroom maintenance along Dalton Highway both within and outside of the ROW.

  - responsibilities of BLM and the State regarding access road, wayside and pullout road surface maintenance
  - method of future consultation; e.g., points of contact should be established at management and staff level to assure effective communication during project planning, facility construction and other phases of plan implementation. Facility location, desired access points, construction schedules etc., should be thouroughly discussed and understood by all involved parties.
- Memorandum of understanding with the U.S Fish and Wildlife Service regarding:
  - joint operation of Coldfoot Visitor Contact Facility (also NPS)
  - joint operation of Galbraith Lake Visitor Contact Facility
  - development of interpretive planning for the Dalton Highway
- Memorandum of understanding with National Park Service regarding:
  - joint operation of Coldfoot Visitor Contact Facility (also U.S. FWS)
  - development of trails, trailheads and information facilitating access into Gates of the Arctic National Park and Preserve
- Memorandum of understanding with the U.S Fish and Wildlife Service, National Park Service and State of Alaska Departments of Transportation and Natural Resources establishing a Dalton Highway Recreation Management Area work group to address common recreation related problems and opportunities along the Dalton Highway
- Memorandum of understanding with Alyeska Pipeline Service Company to address:
  - appropriate pipeline crossing points to access proposed facilities
  - public use of Alyeska boat ramps
  - use of material sites for recreational activities
- Contracts with private industry may be necessary to provide:
  - dump station facilities at or near Yukon Crossing and Coldfoot
  - bus shuttle service to backcountry access points (see "Concessions" section).

IMPLEMENTATION OF MANAGEMENT ACTIONS : SCHEDULES AND COSTS

TABLE 3.4: FACILITY DEVELOPMENT SCHEDULE AND COST ESTIMATES IN $1,000s (1990 Dollars)

NOTES:
- a) Implementation schedule assumes availability of funds
- b) Plain typeface denotes planning dollars and/or workmonths (i.e., site and project planning)
- c) **Bold typeface** denotes construction dollars and/or workmonths
- d) Construction of most sites north of Disaster Creek will be postponed if the Dalton Highway is not opened for noncommercial use.
- e) Construction and further planning of sites north of Toolik Lake (i.e., on state selected lands) will not occur without concurrence of state; these sites are noted below in *italics*.

FACILITY DEVELOPMENT	YEAR of IMPLEMENTATION										TOTAL
	1	2	3	4	5	6	7	8	9	10	***
Yukon Crossing (MP 56-60):											
Contact Station (Temp.)	$16 1WM										$16 1WM
Visitor Center		2WM	3WM	$700 4WM	$200 3WM						$900 12WM
Dump Station		4WM	$100 4WM								$100 8WM
Campground ("60 mile")	2WM	3WM	3WM	$80 3WM	$40 2WM						$120 13WM
River User Parking	1WM	1WM			$50 2WM						$50 4WM
Administrative Site		2WM	3WM	$60 2WM	$30 1WM						$90 8WM
Ray River Access				1WM	$8 2WM						$8 3WM
Sand Hill Interpretive Site								1WM	$3 1WM		$3 2WM
Yukon Flats Overlook		2WM	$5 0.5WM								$5 2.5WM
Whimbrel Hill RV Overflow	$3 0.5WM										$3 0.5WM
Finger Mt:											
Wayside	2.5WM	$12 1WM									12 3.5WM
Overlook	2.5WM		$6 1WM								$6 3.5WM
Olsons Lake Overlook								3WM	40 2WM		$40 5WM

Old Man Camp RV Overflow	$3 0.5WM										$3 0.5WM
Arctic Circle:											
Wayside/Interpretive Site	$30 2WM										$30 2WM
Campground	2WM	$25 1WM									$25 3WM
RV Overflow	$3 0.5WM										$3 0.5WM
Bonanza Creek:											
Corral	1WM	$5 0.5WM									$5 1.5WM
Trailhead				1WM	$3 0.5WM						$3 1.5WM
Cabin				1WM	10 1WM						$10 2WM
Little Nasty Creek RV Overflow	$3 0.5WM										$3 0.5WM
Solstice Point	$5 3WM	$25 2WM									$30 5WM
Prospect Creek/Jim River:											
Campground	$5* 0.5WM			2WM	3WM	$120 4WM	$30 2WM				$155 11.5WM
RV Overflow	$3 0.5WM										$3 0.5WM
Grayling Lake Recreation Site				3WM	30 2WM						$30 5WM
South Fork Koyukuk Rec. Site	$5* 0.5WM			1WM	25 2WM						$30 3.5WM
Casper Lake Trailhead							1WM	$15 1WM			$15 2WM
Chapman Lake Interpretive Site			1WM	$10 0.5WM							$10 1.5WM
Tramway Bar Rec Site		1WM	2WM	$20 1WM							$20 4WM
Cathedral Lake Overlook		$8 1WM									$8 1WM
Rosie Creek			$5 1WM								$5 1WM
Bob Marshall Overlook					2WM	$5 0.5WM					$5 2.5WM

Coldfoot Node:											
Visitor Contact Facility				2WM	3WM	$160** 4WM	$40 3WM				$200 12WM
Marion Creek Campground	$5* 5.5WM	$130 4WM	$20 3WM								$15.5 12.5WM
Dump Station	$100 4WM										$100 4WM
Administrative Site	200 6WM	$700 7WM	300 3WM								$1,200 16WM
Trailhead		1WM	$8 2WM								$8 3WM
River Access				2WM	$7 1WM						$7 3WM
RV Overflow	$3 0.5WM										$3 0.5WM
Gold Creek Trailhead/Corral			1WM	$10 1.5WM							$10 2.5WM
Sukakpak Mt. Wayside/Interpretive Site		3WM	$45 2WM								$45 5WM
Bettles River Trailhead/River Access							3WM	$15 1WM			$15 4WM
Disaster Creek:											
Wayside			1WM	$15 2WM							$15 3WM
RV Overflow	$3 0.5WM										$3 0.5WM
A/Loon Ponds					$10 2WM						$10 2WM
Nutirwik Creek Trailhead								1WM	$6 0.5WM		$6 1.5WM
Upper Dietrich River Wayside		2WM	$20 1.5WM								$20 3.5WM
Chandalar Shelf Overlook					1WM	$5 0.5WM					$5 1.5WM
Spike Camp Creek Wayside		1WM	25 3WM								$25 4WM
Atigun Valley Overlook	$20 2WM										$20 2WM

Galbraith Lake:											
Campground	$5* 0.5WM		2WM	3WM	$75 3WM	$25 2WM					$105 10.5WM
Visitor Contact Facility		$25 1WM									$25 1WM
Wayside		1WM	$15 1WM								$15 2WM
Corral							1WM	$5 0.5WM			$5 1.5WM
Trailhead							1WM	$1 0.5WM			$1 1.5WM
RV Overflow	$3 0.5WM										$3 0.5WM
Toolik Lake Overlook		3WM	$10 1WM								$10 4WM
Slope Mt. Overlook						*$20 3WM*					*$20 3WM*
Ice Cut Interpretive Site							*$12 3WM*				*$12 3WM*
Happy Valley Node											
Administrative Site					*1WM*	*$15 1WM*					*$15 2WM*
Wayside					*1WM*	*$7 1WM*					*$7 2WM*
RV Overflow	*$3 0.5WM*										*$3 0.5WM*
Sagwon Bluffs Overlook							*1WM*	*$6 0.5WM*			*$6 1.5WM*
Arctic Coastal Plain Overlook							*1WM*	*$12 1WM*			*$12 2WM*
TOTAL*** Dollars	391	930	559	895	488	357	82	54	49	0	$3,805
Workmonths	40.5	43.5	39.0	30.0	32.5	16.0	16.0	9.5	3.5	0	230.5

* Partial development to immediately provide sanitation services

** Shared costs with NPS and USFWS

*** Totals do not differentiate between planning or construction costs/workmonths

TABLE 3.5: OTHER MANAGEMENT ACTIONS - IMPLEMENTATION SCHEDULE AND COST ESTIMATES IN $1,000s

NOTE: Implementation schedule assumes availability of funds

MANAGEMENT ACTIONS	YEAR of IMPLEMENTATION										TOTAL
	1	2	3	4	5	6	7	8	9	10	
Other Programs											
Cultural Resources Interpretive Program Development		$2 2WM									$2 2WM
Visual Assessment Report	$5 6WM	$5 6WM									$10 12WM
Special Rules											
Publish notices and appropriate announcements pertaining to all special rules	$1.0 1.0WM										$1.0 1WM
Land Tenure Adjustments											
Withdrawal of Admin. and Rec. sites in SS areas	$3 1WM										$3 1WM
Easement to Ray River				$4 2WM							$4 2WM
ORVs											
ORV plan and consultation w/State	$2 4WM										$2 4WM
FR Notice/Publish Rules		$1 0.5WM									$1 0.5WM
Signing		$8 3WM	$7 2WM								$15 5WM
Informational Brochure(s)		$10 3WM		$3 1WM		$3 1WM		$3 1WM		$3 1WM	$22 7WM
Develop Monitoring/Study Plan	1WM										1WM
On-the-Ground Monitoring	$5 3WM	$10 6WM	$12 7WM	$15 7WM	$15 7WM	$15 7WM	$15 7WM	$15 7WM	$15 7WM	$15 7WM	$132 65WM
Emergency Services											
EMS/EMT training-BLM Employees	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$.5 1WM	$5 10WM
EMS/EMT training-Local Vols			$1.2 1WM	$1.2 1WM	$1.2 1WM	$1.2 1WM	$1.2 1WM	$1.2 1WM	$1.2 1WM	$1.2 1WM	$9.6 8WM
Communications Equipment	See Special Equipment Section										

Information/Interpretive Services											
Develop and implement information/interpretive program	$2 15WM	$5 15WM	$6 15WM	$7 15WM	$8 15WM	$8 19WM	$8 19WM	$8 19WM	$8 19WM	$8 19WM	$68 170WM
Backcountry Inventory and Visitor Surveys	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$40 20WM
Develop and Implement signing program	$1.5 2WM	$3 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$4 2WM	$36.5 20WM
Develop and Implement message broadcasting plan (also see spec.equip.)		2WM	1WM	0.5WM	0.5WM	0.5WM	1WM	0.5WM	0.5WM	0.5WM	7WM
Visitor/Resource Protection											
Patrol program	$13 4WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$18 6WM	$175 58WM
Enforcement	$4 3WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$8 5WM	$76 48WM
Concessions											
Develop standards and solicit for appropriate private sector facilities	$5 4WM		$2.5 2WM		$2.5 2WM						$10 8WM
Shuttle Service			$5 2WM								$5 2WM
Resource Manipulation											
Road dust prevention	$5 0.5WM	$6 0.5WM	$7 0.5WM	$8 0.5WM	$9 0.5WM	$9 0.5WM	$9 0.5WM	$9 0.5WM	$9 0.5WM	$9 0.5WM	$80 5WM
Cabin Rehabilitation				$7 1.5WM	$7 1.5WM						$14 3WM
Maintenance											
Facility maintenance planning	5WM	5WM	8WM	8WM	10WM	6WM	5WM	3WM	2WM	0WM	52WM
Facility (building) maintenance	$2.6 2WM	$4.6 3WM	$29 16WM	$30 17WM	$52 29WM	$54 31WM	$60 34WM	$61 35WM	$62 36WM	$62 36WM	$417.2 239WM
Pumping holding tanks	$3 0.5WM	$4 1WM	$5 1WM	$6 1WM	$6 1WM	$6 1WM	$6 1WM	$6 1WM	$6 1WM	$6 1WM	$54 9.5WM
Facility operations (e.g., janitorial, grounds work, trash removal, water delivery, supplies, etc.)	$8 5WM	$10 7WM	$11 9WM	$12 11WM	$12.5 12.5 WM	$13 13.5 WM	$13.5 15WM	$14 15WM	$14 15WM	$14 15WM	$122 118WM
Special Equipment											
First Aid	$3.5	$2	$.5	$.5	$.5	$3	$.5	$.5	$.5	$.5	$12.0
Rescue caches	$65	$1	$1	$1	$1	$6	$1	$1	$1	$1	$79
Radio communications equipment	1WM	$30	$2	$2	$2	$2 0.5WM	$2	$2	$2	$2	$49 1.5WM
Message broadcasting equipment			$6		$.5		$2		$.5		$9
Water trailer tank				$10							$10
Trash compactor equipment and vehicle(s)		$60 1WM									$60 1WM

Agreements/Contracts											
State of Alaska	2WM										2WM
NPS	0.5WM										0.5WM
US FWS	0.5WM										0.5WM
Industry	2WM										2WM
TOTAL Dollars	$133.1	$192.1	$129.7	$141.2	$151.7	$154.7	$155.7	$155.2	$153.7	$156.2	$1,523.3
Workmonths	66	71	80.5	81.5	96	97	99.5	99	98	97	885.5

TABLE 3.6: STAFFING IMPLEMENTATION SCHEDULE - IN NUMBERS OF POSITIONS AND TOTAL WORK MONTHS

NOTE: Notations in **Bold Type** face indicate a change
Notations in (Parentheses) indicate Workmonths
Also see Table 3.3 in Administration section

STAFFING	YEAR OF IMPLEMENTATION										
	Present	1	2	3	4	5	6	7	8	9	10
Permanent Full Time Positions											
DHRMA recreation supervisor	0 (0)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)
Recreation planner	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)	2 (12)
Visitor services specialist	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)
Natural resource specialist	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)
Carpenter	0 (0)	0 (0)	0 (0)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)	1 (10)
Ranger	1 (7)	1 (7)	2 (15)	2 (15)	2 (15)	2 (15)	2 (15)	2 (15)	2 (15)	2 (15)	2 (15)
Seasonals/Volunteers											
Visitor services technician	1 (4)	1 (4)	2 (8)	2 (8)	2 (8)	3 (12)	3 (12)	4 (16)	4 (16)	4 (16)	4 (16)
Recreation technician	1 (4)	1 (4)	2 (8)	2 (8)	2 (8)	3 (12)	3 (12)	4 (16)	4 (16)	4 (16)	4 (16)
Temporary (Laborers)	0 (0)	0 (0)	2 (10)	2 (10)	2 (10)	2 (10)	3 (15)	3 (15)	3 (15)	3 (15)	3 (15)
TOTAL Number of Positions	7	8	13	14	14	16	17	19	19	19	19
Total Workmonths	(47)	(57)	(83)	(93)	(93)	(101)	(106)	(114)	(114)	(114)	(114)

APPENDICES

APPENDIX A

Glossary of Terms

A

Activity Plan
A more detailed and specific plan for management of a single resource program or plan element undertaken as necessary to implement the more general resource management plan (RMP) decisions. An activity plan is prepared for specific areas to reach specific resource management objectives within stated time frames. Detailed management actions, including such things as projects, treatments, and other on-the-ground activities and schedules are described in the document. Activity planning is the third tier in the Bureau planning system. Examples include: Allotment Management Plans, Habitat Management Plans, Recreation Area Management Plans, and Transportation Plans.

Alternatives
Different ways of addressing the planning issue(s) and management activities considered in the planning process. These serve to provide the decision maker and the public with a clear basis for choices among options. Every planning effort involves the development of several complete, reasonable alternatives for resolving the issue(s).

Anadromous Fish Spawning Habitat
That portion of a stream from the farthest downstream point of observed spawning to the farthest upstream point of observed spawning.

ANILCA
The Alaska National Interest Lands Conservation Act of 1980, PL 96-487 (94 Stat. 2371); called the Alaska "Lands Act" by many. ANILCA set aside more than 100 million acres of land in Alaska as national parks, preserves, wildlife refuges, and wilderness areas.

Areas of Critical Environmental Concern or ACECs
Areas where special management attention is required to protect and prevent irreparable damage to important historic, cultural or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

C

Consistent or Consistency
In the context of planning, consistency means that BLM plans will adhere to the terms, conditions and decisions of officially approved and adopted resource related plans, or in their absence, with policies and programs of other federal agencies, State and local governments, and Indian tribes, subject to the qualifications of 43 CFR 1610.3-2. The term connotes a comparative state between two or more plans and is product oriented. [see 43 CFR 1601.0-4(c)].

Critical Habitat
Any air, land, or water area (exclusive of those existing man made structures or settlements which are not necessary to the survival and recovery of a listed species) and constituent elements thereof, the loss of which would appreciably decrease the likelihood of the survival and recovery of a listed species or a distinct segment of its population. The constituent elements of Critical Habitat include, but are not limited to physical structures and topography, biota, climate, human activity, and the quality and chemical content of land, water, and air. Critical Habitat may represent any portion of the present habitat of a listed species and may include additional areas for reasonable population expansion.

Crucial Habitat
Habitat which is absolutely basic to maintaining viable populations of fish, wildlife, or plants during certain seasons of the year or specific reproduction periods (BLM Manual 6780).

D

Development Nodes
These are areas along the Dalton Highway which were designated through an earlier land use plan as centers for development activity. Confinement of development to these areas or nodes was determined to be necessary to avoid "strip development" along the Dalton Highway. See *Utility Corridor Management Framework Plan, 1979* .

District Manager
A district manager is the first level line official and resource manager in BLM Alaska and reports to a State Director.

E

Endangered Species

Any species which is in danger of extinction throughout all or a significant portion of its range other than a species of the Class Insecta determined by the Secretary of Interior to constitute a pest whose protection under the provisions of this Act would present an overwhelming and overriding risk to man (The Endangered Species Act - Amendments of 1982).

F

Federal Land
Lands to which the title is held by the United States Government e.g., national parks, wildlife refuges etc.

Federally Listed Species
Those species of plants classified by the Secretary of the Interior or the Secretary of Commerce as threatened or endangered pursuant to Section 4 of the Endangered Species Act.

FLPMA
Federal Land Policy and Mangement Act of 1976. FLPMA established public land policy, guidelines for administration of public lands, and provided for the management, protection, development, and enhancement of the public lands. FLPMA is often referred to as the Bureau of Land Management's "Organic Act."

H

Habitat Management Plan (HMP)
A Habitat Management Plan is a wildlife oriented activity plan for a geographical area of public lands which identifies specific wildlife habitat management actions or prescriptions to be implemented in achieving specific objectives related to RMP document decisions. In short, an HMP is an Activity Plan specific to identified wildlife habitat.

M

Mineral Leasing
Leases which authorize the exploration for, and the development of all leasable mineral resources, such as oil, gas, coal, geothermal, etc.

Mineral Location (or Mineral Entry)
Mining claims for locatable minerals under the General Mining Law of 1872 and its amendments (including 43 CFR 3809).

Mitigation
Action to replace, salvage or reduce impact to a resource value which may be damaged or destroyed by another action.

Monitoring
The orderly collection and analysis of data to evaluate progress in meeting resource management objectives. Monitoring may also include: (1) the collection of data to evaluate progress in complying with laws, regulations, policies, executive orders, and management decisions, and (2) the collection of data to assist in resource protection. Sampling of data and observation of progress toward plan objectives, the accuracy of impact analysis, and the effectiveness of mitigation measures are also of particular interest in terms of RMP monitoring activities.

Multiple Use
"...the management of the public lands and their various resource values so that they are utilized in the combination that will best meet the present and future needs of the American people; making the most judicious use of the lands for some or all of these resources or related services over areas large enough to provide sufficient latitude for periodic adjustments in use to conform to changing needs and conditions; the use of some lands for less than all of the resources; a combination of balanced and diverse resource uses that takes into account the long term needs of future generations for renewable and nonrenewable resources, including, but not limited to, recreation, range, timber, minerals, watersheds, wildlife and fish, and natural scenic, scientific and historical values; and harmonious and coordinated management of the various resources without permanent impairment of the productivity of the lands and the quality of the environment with consideration being given to the relative values of the resources and not necessarily to the combination of uses that will give the greatest economic return or the greatest unit output." [Section 103 (c) of FLPMA].

Multiple Use Prescriptions
A set of related management decisions and related terms and conditions which define the combination of allowable resource uses and levels of production or protection, program constraints, and general management practices to be followed in managing the various public land resources in specified portions of the management area.

N

Nonwilderness Assessment
Although the CAMA WSA covers all federal lands within the CAMA, a wilderness assessment of lands within the Utility Corridor was approved in 1980 (U.S.Department of Interior, BLM, 1980). This assessment, completed with full public participation, determined that approximately 316,000 acres of land within the Utility Corridor was unsuitable for wilderness designation. This designated nonwilderness area roughly corresponds to lands visible from the Dalton Highway.

O

Off-Highway Vehicle; OHV or
Off-Road Vehicle; ORV
Any motorized vehicle designed for or capable of cross-country travel over land, water, sand, snow, ice, marsh, swampland, or other terrain.

P

Park Rustic
A design of natural log or drop siding (T-111 is acceptable) stained in appropriate earth tone to be in harmony with surroundings, as opposed to designs that exhibit highly manufactured materials. Suitable for state or national park structures.

Planning Area
The geographic area covered by a plan or amendment.

Planning Criteria
The standards or rules and other factors developed by the manager and interdisciplinary teams for their use in forming judgments about decision-making, analysis and data collection during planning. They streamline and simplify the subsequent prescribed resource management planning actions by setting forth the standards for deciding and judging in each of the prescribed planning actions.

Planning Issue
A matter of controversy or dispute over resource management activities or land use that is well defined and/or topically discrete. Statement of the planning issue directs the resource management planning process and documentation toward resolving the planning issues during the preparation of an RMP.

Priority Species and Habitat
Those fish, wildlife, and plant species or habitats that have been identified in the Management Framework Plan, the Resource Management Plan, or through special studies as having special significance for management.

Priority Species
Selected fish and wildlife species of special value, such as threatened and endangered species, or species with socioeconomic or subsistence values, to be considered in management decisions.

Proposed Plan
That plan alternative (or modification or combination of alternatives) in the final Environmental Assessment (EA) or final Environmental Impact Statement (EIS), which management has selected to be the Bureau's choice for the plan. The State Director announces and explains the choice of the proposed plan in a signed statement near the front of the plan and environmental document. This indication does not constitute approval (see Record of Decision).

Public
"Affected or interested individuals, including consumer organizations, public land resource users, corporations and other business entities, environmental organizations, other special interest groups and officials of State, local and Indian tribal governments." [43 CFR 1601.0-5 (h)].

Public Lands
FLPMA 103(e) defines public lands as " ... any lands or interest in lands owned by the United States and administered by the Secretary of the Interior through the Bureau of Land Management, except lands located on the Outer Continental Shelf and lands held for the benefit of Indians, Aleuts and Eskimos."

Public Land Order (PLO)
An order, affecting, modifying, or cancelling a "withdrawal" or "reservation," which has been issued by the Secretary of the Interior pursuant to powers delegated to the Secretary by FLPMA 204(a).

Public Involvement
"...the opportunity for participation by affected citizens in rulemaking, decision-making and planning with respect to the public lands, including public meetings or hearings held at locations near the affected lands, or advisory mechanisms, or such other procedures as may be necessary to provide public comment in a particular instance" [FLPMA Section 103 (d)].

R

Record of Decision (ROD)
A brief statement which, when signed by the State Director and dated, approves a plan or amendment and completes the associated EIS. It indicates (1) which alternative, modification, or combination of alternatives has been approved as the plan; (2) which alternatives were considered in reaching this decision, specifying which alternative is considered environmentally preferable, and including a brief discussion of the relevant factors which contributed to the decision; and (3) whether all practicable means to avoid or minimize environmental harm from the plan have been adopted, and if not, why not. The record of decision also refers to the appropriate sections in the plan which describe standards and intervals for monitoring and evaluation. The requirements for the record of decision may be found in 40 CFR 1505.2.

Research Natural Areas (RNA)
Tracts of land which exhibit characteristics that are unique and/or representative of larger areas. The RNAs are usually managed to maintain their undisturbed condition for baseline observation and study (see also Ecological Reserve System).

Resource and Resource Management
Includes, in the broadest sense, all the public land values, renewable and nonrenewable resources of all types, supporting services such as fire control and cadastral survey, land use authorizations and control, and land disposition, exchange, or acquisition.

Resource Management Plan
A land use plan as prescribed by the Federal Land Policy and Management Act. The resource management plan generally establishes in a written document (1) land areas for limited, restricted, or exclusive use; designation, including ACEC designation; and transfer from Bureau of Land Management administration; (2) allowable resource uses (either singly or in combination) and related levels of production or use to be maintained; (3) resource condition goals and objectives to be attained; (4) program constraints and general management practices needed to achieve the above items; (5) need for an area to be covered by more detailed and specific plans; (6) support action, including such measures as resource protection, access development, realty action, cadastral survey, etc., as necessary to achieve the above; (7) general implementation sequences, where carrying out a planned action is dependent upon prior accomplishment of another planned action; and (8) intervals and standards for monitoring and evaluating the plan to determine the effectiveness of the plan and the need for amendment or revision. "It is not a final implementation decision on actions which require further specific plans, process steps, or decisions under specific provisions of law and regulations" (43 CFR 1601 and BLM Manual Section 1602.22).

Resources
All public land values, renewable and nonrenewable.

Riparian Habitat
A specialized form of wetland restricted to areas along, adjacent, or contiguous with perennially and intermittently flowing rivers, streams, and other bodies of water (BLM Manual 6602).

S

Saleable Minerals
Minerals including but not limited to pumice, cinders, sand, gravel, stone, clay and earth. (cf. P.L. 167)

Section 810
This section within ANILCA mandates that subsistence uses and needs are to be considered in federal land use decisions.

Sensitive Species
Candidate species not yet officially listed under the Endangered Species Act but which are undergoing a status review or are proposed for listing according to *Federal Register* notices published by the Secretary of the Interior or the Secretary of Commerce, or according to comparable State documents published by State officials.

Species whose populations are consistently small and widely dispersed, or whose ranges are restricted to a few localities, such that any appreciable reduction in numbers, habitat availability, or habitat condition might lead toward extinction.

Species whose numbers are declining so rapidly that official listing may become necessary as a conservation measure. Declines may be the result of one or more of several factors including destruction, modification, or curtailment of the species or habitat; overuse for commercial, scientific, or educational purposes; disease; the inadequacy of existing regulatory mechanisms; and/or other natural or man made factors adversely affecting the species' continued existence.

Significance
A high degree of importance as indicated by either quantitative measurements or qualitative judgments. Significant issues and impacts require explicit consideration in preparing a plan. Significance may be determined by evaluating characteristics pertaining to location, extent, consequences, and duration. As used in the National Environmental Policy Act, "significance" requires consideration of both context and intensity (see 40 CFR 1508.17)

Significant Restriction to Subsistence Uses and Needs
BLM policy states that a "significant restriction to subsistence uses and needs" could occur if there is (1) a reduction in harvestable resources used for subsistence purposes; (2) there is a reduction in the availability of resources caused by an alteration in their distribution, migration, or location; or (3) a limitation on the access of subsistence users to harvestable resources. Generally, only the prediction of large or substantial effects as opposed to slight effects in one or more of these three categories would result in a section 810 evaluation of significant restriction to subsistence uses and needs.

Subsistence Uses
Section 803 of ANILCA defines the term "subsistence uses" to mean "...the customary and traditional uses by rural Alaskan residents of wild, renewable resources for direct personal or family consumption as food, shelter, fuel, clothing, tools, or transportation; for the making and selling of handicraft articles out of inedible by-products of fish and wildlife resources taken for personal or family consumption; for barter, or sharing for personal or family consumption; and for customary trade. For the purposes of this section [definition], the term - (1) 'family' means all persons related by blood, marriage, or adoption, or any person living within the household on a permanent basis; and (2) 'barter' means the exchange of fish or wildlife or their parts, taken for subsistence uses - (a) for other fish or game or their parts; or (b) for other food or for inedible items other than money if the exchange is of a limited and noncommercial nature."

Sustained Yield
The achievement and maintenance in perpetuity of high-level annual or regular periodic output of the various renewable resources of the public lands consistent with multiple use (Section 103 (h) FLPMA).

T

Threatened Species
Any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range (*The Endangered Species Act - Amendments of 1982*).

V

Visitor Use Day (VUD)
Twelve visitor hours which may be aggregated by one or more persons in single or multiple visits.

W

Wetland Habitat
Habitat (excluding riparian) confined to permanently wet or intermittently flooded areas where the water table is at, near, or above the soil surface for extended intervals, where hydric or wet soil conditions are normally exhibited, and where water depths normally do not exceed seven feet (BLM Manual 6602).

Wildlife
All species of aquatic, avian, marine, and terrestrial animals, both native and exotic, normally found in a wild state (BLM Manual 6780).

Wildlife/Plant Habitat
All elements of a wild organism's environment which the organism needs to complete its life cycle normally and naturally (BLM Manual 6780).

APPENDIX B

Summary of Other Alternatives

Prior to selecting the final set of management actions described in Chapter 3 of this document, certain alternative actions were considered. All alternative actions were consistent with the Proposed Utility Corridor Resource Management Plan and within the scope of the associated Environmental Impact Statement. Actions considered, but not adopted, included permitting of "recreational" suction dredging, more (and less) restrictive rules governing use of pack animals, different locations for specific facilities (e.g., visitor centers, outhouses, etc.). Also, addressed was the "No Action" alternative. This alternative essentially would limit BLM presence to current low levels and restrict future facility development to restroom and litter facilities. This alternative was not considered to be consistent with planning decisions contained in the Utility Corridor RMP or to be the best use of available lands and resources.

APPENDIX C

Participants/Cooperators in the Planning Effort

The following individuals helped prepare the Dalton Highway Recreation Area Management Plan:

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Archeologist, Arctic District

Bob Karlen
Fisheries Biologist, Arctic District

Roy Masinton
Wildlife Biologist, Arctic District

Jim Silva
Wildlife Biologist, Arctic District

In addition to the above individuals, consultation occurred with the following entities:

- Alyeska Pipeline Service Company
- North Slope Borough
    - Mayor
    - Planning Department
- Northern Alaska Advisory Council
- State of Alaska
    - Department of Natural Resources
    - Department of Transportation and Public Facilities
- Tanana Chiefs Conference
- U.S. Fish and Wildlife Service
- U.S. National Park Service
- Village of Allakaket (public meeting)
- Yukon Pacific Corporation

APPENDIX D

Description of Recreation Opportunity Spectrum (ROS) Classes

ROS is a framework for integrating recreation values into the land use planning process, project plans, and management decisions. Recreation opportunity settings are defined as the combination of physical, biological, and managerial conditions that give value to a place, area or region. ROS is used as a tool for managers to analyze these existing opportunities and to determine potential changes in these opportunities through changes in management options. The following chart describes each of the eight ROS classes in terms of 1) Experience Opportunities, 2) Setting Opportunities, and 3) Activity Opportunities. The standard ROS classes have been modified to fit the Alaskan context better. These descriptions provide a general overview of the opportunities included in each class. These overview statements do not describe each class in detail, but rather provide a point of departure from which the planner or manager can develop more precise prescriptions for each class based on specific situations encountered in field operations. This list of activity opportunities is provided for illustrative purposes; it is not an inclusive list of activity opportunities on the public lands.

Recreation Class Opportunity Spectrum Classes

Opportunity Class	Experience Opportunity	Setting Opportunity	Activity Opportunity
Primitive (P)	Opportunity for isolation from the sights and sounds of man, to feel a part of the natural environment, to have a high degree of challenge and risk, and to use outdoor skills.	Area is characterized by essentially unmodified natural environment of fairly large size. Concentration of users is very low and evidence of other user is minimal. The area is managed essentially to be free from evidence of man-induced restrictions and controls. Only facilities essential for resource protection are used. No facilities for comfort or convenience of the user are provided. Spacing of groups is informal and dispersed to minimize contacts between user groups in the area. Motorized use within the area is not permitted.	Camping, hiking, climbing, enjoying scenery or natural features, nature study, photography, spelunking, hunting (big game, small game, upland birds, waterfowl), ski touring and snowshoeing, dog mushing, swimming, diving (skin and scuba), fishing, and river running (non-motorized craft).

Opportunity Class	Experience Opportunity	Setting Opportunity	Activity Opportunity
Primitive-Traditional (PT)	Opportunity for isolation from the sights and sounds of man is extremely likely, but motorized vehicles and equipment, including aircraft, are permitted. Opportunity to feel a part of the natural environment, to have a high degree of challenge and risk and to use out-door skills.	Same description as Primitive. Motorized use is permitted, but is very rare.	Camping, hiking, climbing, enjoying scenery or natural features, nature study, photography, hunting, ski-touring, snowshoeing, sled dog touring, fishing, river running, snowmobiling, aircraft landings.
Semi-Primitive Nonmotorized (SPNM)	Some opportunity for isolation from human sights and sounds, but not as important as for primitive opportunities. Opportunity to have high degree of interaction with the natural environment, to have moderate challenge and risk, and to use outdoor skills.	Area is characterized by a predominantly unmodified natural environment of moderate to large size. Concentration of users is low, but there is often evidence of other area users. Onsite controls and restrictions may be present, but are subtle. Facilities are provided for the protection of resource values and the safety of users only. Spacing of groups may be formalized to dispense use and limit contacts between groups. Motorized use is not permitted.	Camping, hiking, climbing, enjoying scenery or natural features, nature study, photography, spelunking, hunting (big game, small game, upland birds and waterfowl), ski touring and snowshoeing, dog mushing, swimming, diving (skin and scuba), fishing, canoeing, sailing, and river running (nonmotorized craft).
Semi-Primitive Motorized (SPM)	Some opportunity for isolation from human sights and sounds, but not as important as for primitive opportunities. Opportunity to have high degree of interaction with the natural environment, to have moderate challenge and risk, and to use outdoor skills. Explicit opportunity to use motorized equipment while in the area.	Area is characterized by a predominnatly unmodified natural environment of moderate to large size. Concentration of users is low, but there is often evidence of other area users. On site controls and restrictions may be present, but they are subtle. Facilities are provided for the protection of resource values and safety of users only. Spacing of groups may be formalized to disperse use and limit contacts between groups. Motorized use is permitted.	Same as the above, plus the following: ORV use (4WD, ATV, snowmobile).

Opportunity Class	Experience Opportunity	Setting Opportunity	Activity Opportunity
Roaded Natural (RN)	About equal opportunities for affiliation with other user groups and for isolation from sights and sounds of man. Opportunity to have a high degree of interaction with the natural environment. Challenge and risk opportunities are not very important except in specific challenging activities. Practice of outdoor skills may be important. Opportunities for both motorized and nonmotorized recreation are present.	Area is characterized by a generally natural environment with moderate evidence of the sights and sounds of man. Resource modification and utilization practices are evident but harmonize with the natural environment. Concentration of users is low to moderate with facilities sometimes provided for group activities. Onsite controls and restrictions offer a sense of security. Rustic facilities are provided for user convenience as well as for safety and resource protection.	All activities listed previously, plus the following: picnicking, rock collecting, wood gathering, auto touring, downhill skiing, ice skating, water skiing and other water sports, hang gliding, interpretive use, rustic resorts and organized camps.
Roaded-Modified (RM)	Little opportunity to be isolated from the sights and sounds of man, due to the presence of a significant modification of the landscape. Though opportunity for affiliation with other users exists, there is the opportunity to have a high degree of interaction with the natural envirnoment. Challenge and risk opportunties are not very important except in specific challenging activities. Practice of outdoor skills may be important. Opportunities for both motorized and nonmotorized recreation are present.	Area is characterized by a generally natural environment with significant evidence of the sights and sounds of people. Resource modification and utilization practices are evident, but the natural environment dominates the setting due to the scale and expanse of the landscape. Concentration of users is low to moderate with facilities present, but facilities may or may not be available for visitor services. Restrictions may prevent visitors from having access to certain areas.	All activities listed in Roaded-Natural. However, other modifications and use of the area may necessitate restriction of certain activities to prevent interruption of other management activities or to ensure visitor safety.

Opportunity Class	Experience Opportunity	Setting Opportunity	Activity Opportunity
Rural (R)	Opportunities to experience affiliation with individuals and groups are prevalent as is the convenience of sites and opportunities. These factors are generally more important than the natural setting. Opportunities for wild land challenges, risk taking, and testing of outdoor skills are unimportant, except in those activities involving a challenge and risk.	Area is characterized by substantially modified natural environment. Resource modification and utilization practices are obvious. Human sights and sounds are readily evident, and the concentrations of the users is often moderate to high. A considerable number of facilities are designed for use by a large number of people. Facilities are often provided for specific activities. Developed sites, roads and trails, are designed for moderate to high use. Moderate densities are provided far away from developed sites. Facilities for intensive motorized use are available.	All activities listed previously plus the following: competitive games, spectator sports, bicycling, jogging, outdoor concerts, and modern resorts.
Modern Urban (MU)	Opportunities to experience affiliation with individuals and groups are prevalent as is the convenience of sites and opportunities. Experiencing the natural environment , and the use of outdoor skills are largely unimportant.	Area is characterized by a highly modified environment, although the background may have natural elements. Vegetation is often exotic and manicured. Soil may be protected by surfacing. On site human sights and sounds predominate. Large numbers of users can be expected. Modern facilities are provided for the use and convenience of large numbers of people. Controls and restrictions are obvious and numerous. Facilities for high intensity motor use and parking are present with forms of mass transit often available.	All activities listed previously.

APPENDIX E

Project Planning Guidance

The information provided here is intended to serve as additional guidance during project planning. General design parameters and considerations are noted first, followed by specific facility descriptions. Descriptions of proposed facilities are not intended to be absolute; it is recognized that, as a result of project and site specific planning, changes may be required.

Part 1: Project Plan and Site Design Parameters

- All project plans will clearly denote use season of all facilities. Summer is the primary use period and is defined as June 1 to September 30. Facilities to be inhabited in winter shall meet specifications for winter habitation. Insulation, air infiltration and fresh air handling will meet Alaska Craftsman Home specifications or equivalent.
- Fuel handling and storage which occurs at any recreation or administrative site will follow state and federal safety standards which include the following restrictions:
    a. No fuel storage or refueling of equipment will be allowed within the floodplain of a river or lake.
    b. Fuel, other petroleum products and/or other liquid chemicals designated by the Authorized Officer, whether in a single tank or multiple containers, that total in excess of 660 gallons, shall be stored within an impermeably lined and diked area capable of containing 110% of the stored volume. The storage area shall be located at least 100 feet from any river, lake, or stream. Material used as a liner must be capable of remaining impermeable during typical weather extremes expected throughout the storage period. Visqueen is not considered to be an impermeable liner and does not meet the requirements of this stipulation.
    c. All fuel containers, including barrels and propane tanks, shall be marked with holder's name, product type, and year filled or purchased (e.g., Company Name, Hydraulic Fluid, 1989).
- Project plans for campgrounds, boat ramps, waysides, etc., will be reviewed and necessary action taken to minimize impacts to watershed and water quality, and to assure compliance with wetland policy and law, to include:
    - Permits issued by the Army Corps of Engineers under Section 404 of the Clean Water Act shall comply with the construction practices and mitigating measures established by 33 CFR 323.4
    - All operations shall be conducted with due regard for good resource management and in such a manner as not to block any stream, or drainage system, or change the character or course of a stream, or cause the pollution or siltation of any stream or lake.
    - All activities shall be conducted so as to avoid or minimize disturbance to vegetation.
    - Alteration of the banks of a watercourse is prohibited. Clearing of willows or other forms of riparian vegetation is not allowed.
    - All operations shall comply with applicable air and water quality standards of the State of Alaska.
- A Class III cultural resources inventory will be completed prior to or as part of all recreational facility project planning. Appropriate mitigation will be applied.
- Hazardous materials inventory will be conducted at all developed recreation facility locations because of the possibility of toxic material spills having occurred during pipeline construction. Of particular note is Galbraith Lake, identified as a spill site.
- On a case by case basis, mitigation measures to lessen impact to visual resources will be included as part of all surface disturbing project plans and design.

- All facilities south of the Brooks Range (Chandalar Shelf) will be "park rustic" in design, north of the Brooks Range, facilities shall be park rustic or designed on a site specific basis to be as unobtrusive as possible. Park rustic design shall consider:
    a. Roof: Material will be corrugated steel with baked enamel finish. Colors will be approved by the District Manager or his assigned representative. Roof pitch will be no less than 6/12,
    b. Height: Structures will be no higher than 2 storeys,
    c. Materials: Acceptable siding will be lap siding, logs, and vertical board and batten. Windows and doors will be wood framed and wood surfaced. Timber columns and trusses, and native stone shall be used for decoration where appropriate.
- All structures will consider user convenience as well as user safety and resource protection.
- If possible, all campgrounds will be developed with those amenities appropriate for a fee use campground.
- Restrooms will use vault toilet design unless compost design toilets recently put into service in nearby areas prove effective; if so use of compost design toilets will be evaluated on a site by site basis.
- Restroom holding tanks located at seasonal facilities should be pumped at least once per season. Year round facilities using holding tanks will be pumped as required. Frequency and scheduling of this service should be addressed in appropriate maintenance plans.
- All solid wastes shall be removed from the public lands to Alaska DEC approved solid waste disposal facilities. There will be no burial of garbage or human wastes. Pickup of solid wastes from all public facilities will be performed by BLM or its agent. Emptying of trash receptacles along the highway will occur weekly during use season and more often at trouble spots and sensitive locations Campground and recreation site garbage/trash collection will occur as required during the use season and will be addressed as part of maintenance planning.
- All new and existing facilities will be included in the automated Maintenance Management System.
- Development of all sites will be covered under cooperative agreement and/or through coordinated joint planning with the State of Alaska.

Part 2: Facility/Site Descriptions

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SITE NAME/LOCATION: YUKON CROSSING NODE - (TEMPORARY) VISITOR CONTACT STATION (MP 56-60).

I. **Management objective:**
To provide visitor information especially as it relates to highway and visitor safety. This facility will be replaced by a permanent facility and more comprehensive information program when completed. See following descriptions of alternatives for a permanent visitor facility.

II. **Use areas required:**
- Parking area
- Visitor area

III. **Facilities required or to be provided:**
- Parking lot
- Visitor contact facility (structure should either be designed to become part of larger more permanent facility or be small enough to be moved)

IV. **Services to be provided:**
- Information

V. **Volume of use which must be accommodated over next 10 years:**
- N/A

VI. **Rationale:**
Permanent facility may take several years to plan and construct.

SITE NAME/LOCATION: YUKON CROSSING NODE - (PERMANENT) VISITOR CONTACT FACILITY AND ADMINISTRATIVE SITE (MP 56-60).

ALTERNATIVE 1:

This site would be located within the Yukon Crossing node east of the Dalton Highway on a ridge overlooking the Yukon River (MP 58). Other sites within the node, not immediately adjacent to the existing lease area, should also be evaluated. This alternative would combine the Visitor Center development with an administrative site needed to house visitor contact and maintenance personnel.

I. **Management objective:**
To provide information and orientation to the independent tourist, especially the first time visitor. These individuals, unlike those traveling as part of a commercial tour, are on their own to make knowledgeable decisions regarding their activities while visiting the DHRMA. Thus, while interpretive displays and programs will be provided that appeal to all visitors, a special emphasis will be placed on information relating to recreation opportunities, resource protection and health/safety information important to the independent tourist. Those traveling as part of a commercial tour will be able to enjoy "browsing" through the exhibits and sales lobby as permitted by their schedules. Programs tailored to commercial tour group interests and schedules will be provided at the Coldfoot interagency visitor center.

II. **Use areas required:**
- Visitor area
- Parking area
- Picnic area
- Housing area (fenced in)
- Recreation area
- Physical plant area (generator/well pump)
- Leach field

III. **Facilities required or to be provided (given dimensions are intended as relative measurement only):**
- Access Road - 1/2 mile
- Interpretive Facility (5,000 square feet):
  - Exhibit area - 1,500 square feet
  - Multi-purpose room - 400 square feet, 30 person capacity
  - Lobby sales area - 300 square feet
  - 2 restrooms - 4 stalls each, 500 square feet total
  - Office library space - 700 square feet
  - Mechanical room and space- 1,600 square feet
  - Parking lot and turnaround for 3 buses and 30 POVs
- Housing/Duplex (1,500 square feet):
  - 4 bedrooms
  - 2 bathrooms
  - 1 kitchen
  - 1 living area
  - Mechanical/laundry room
  - Parking lot for 6 POVs w/2 plug-ins
- Generator/Maintenance/Garage (800 square ft. building)
- Septic system
- Well
- Overflow tent area (special project housing)
- Broadcasting system (to deliver interpretive/informational messages over car radios)

IV. **Services to be provided:**
- Information
- Restrooms for public use

- Kitchen and laundry for employees

V. Volume of use which must be accommodated over next 10 years:*

* Assumes Tour companies schedule visit at visitor center

INTERPRETIVE AREA:

- Based on seasonal average of 40,000 total visitors over a 120 day use season and assuming 60% of these utilize the visitor canter, the average number of visitors per day would be about 200. Most use (approximately 80% or 160 visitors) would occur between 11 am and 3 pm.
- Anticipated maximum number of people in visitor center at one time would be about 120; with as many as 150 on site at any one time.

  Note: Because this site is not adjacent to commercial facilities we anticipate fewer visitors per season as compared to alternative 2. However, at peak times more people may use the facility because tour bus groups will not be able to disperse to adjacent commercial facilities as under alternative 2.

HOUSING AREA:

- 2 visitor contact specialists - involved with visitor center operation
- 1 recreation technician - monitoring recreation activities in area
- 1-2 transient personnel

VI. Rationale:

A visitor center in the southern portion of DHRMA is necessary to contact the public as soon as possible regarding recreational opportunities, resource protection, and personal health and safety while in the DHRMA. Development of such a facility at Yukon Crossing is consistent with the nodal designation and consistent with the rural ROS classification. This location is also acceptable to local Native groups for development of an exhibit on the traditional subsistence lifestyle.

This location would have the following advantages and disadvantages relative to the second alternative (following) which is located adjacent to the commercial lease area:

ADVANTAGES:

- Better view of river/bridge/pipeline and surrounding area
- Away from road noise/dust
- More natural landscape
- Fewer potential user conflicts; site is managed specifically to function as a visitor center
- Upland location
- Housing located on site.

DISADVANTAGES:

- No existing power source
- No existing water source
- Fewer attractors i.e., is not adjacent to commercial facilities: food, lodging, gas, river access, etc.
- Potentially more expensive to construct: no access to site, no existing pad, no power etc.

SITE NAME/LOCATION: YUKON CROSSING NODE - (PERMANENT) VISITOR CONTACT FACILITY (MP 56 -60).

ALTERNATIVE 2:

This site would also be located within the Yukon Crossing Node, but adjacent to commercial lease area (MP 56). Under this alternative the administrative site would be developed separately, see following site description.

I. **Management objective:**
Same as preferred

II. **Use areas required:**
- Visitor contact area
- Parking area
- No housing area on site as under alternative 1

III. **Facilities required or to be provided:**
- Interpretive Facility (5,000 square foot, same as alternative 1):
- Parking lot for 30 POVs; use existing pad to the extent possible for buses
- Broadcasting system (to deliver interpretive and informational messages over car radios)
- The following facilities would not be required (on site) under this alternative as under alternative 1:
    - Generator/Maintenance/Garage
    - Septic system
    - Well
    - Overflow tent area

IV. **Services to be provided:**
- Restrooms for public use

V. **Volume of use which must be accommodated over the next 10 years:**
- Based on seasonal average of 40,000 total visitors over a 120 day use season and assuming 75% of these would utilize the visitor center, the average number of visitors per day would be about 250. Most use (approximately 80% or 200 visitors) would occur between 11 am and 3 pm.
- Anticipated maximum number of people in visitor center at one time would be about 120 or same as under alternative 1.
  Note: Because this site is adjacent to commercial facilities we anticipate more visitors per season as compared to alternative 1. However, at peak times no more people are expected to use the facility because tour groups will be able to disperse to adjacent commercial facilities not available under alternative 1.

VI. **Rationale:**
A visitor center in the southern portion of the DHRMA is considered necessary to provide information on recreational opportunities, resource protection, and visitor health and safety. Yukon Crossing area is desirable in order to contact public as soon as possible in their travels through the DHRMA.

This location would have the following advantages and disadvantages relative to alternative 1 (i.e., the upland location):

ADVANTAGES:

- Existing power source
- Existing water source
- More visitors likely to stop since more attractors exist at the site: food, lodging, gas, river access, etc.

- Potentially less expensive to construct: access, gravel pad, power etc exist on site. Housing will be located at 7 mile.
- Housing not located on site

DISADVANTAGES

- Restricted view of river/bridge/pipeline and surrounding area
- Impacted by road noise/dust
- Natural landscape highly modified
- Many potential user conflicts; adjacent lease area is managed as a commercial facility including truck/auto service area
- Possibly located (in part) on wetlands
- Housing not located on site

SITE NAME/LOCATION: YUKON CROSSING NODE - ADMINISTRATIVE SITE (MP 60).

Most suitable location for this development would be at the "7 mile" site near the existing State of Alaska highway maintenance camp and BLM fire buildings.

I. **Management objective:**
To provide housing for visitor contact and maintenance personnel. Also, to provide limited storage and repair capability in support of area recreation facilities including the visitor contact facility described previously as alternative 2. The main maintenance facility will be located at Coldfoot.

II. **Use areas required:**
- Parking area
- Housing area (fenced in)
- Physical plant area (generator/well pump)
- Leach field

III. **Facilities required or to be provided (given dimensions are intended as relative measurement only):**
- Housing/Duplex, (2,000 square feet):
  - 3 bedrooms
  - 2 bathrooms
  - 1 kitchen
  - 1 living area
  - Mechanical/laundry room
  - Parking lot for 6 POVs w/2 plug-ins
- Generator/Maintenance/Garage (800 square ft. building)
- Septic system
- Well
- Overflow tent area (special project housing)
- Radio communications system

IV. **Services to be provided:**
- Not a public facility

V. **Volume of use which must be accommodated over next 10 years:**
- 2 visitor contact specialists involved with visitor center operation
- 1 recreation technician monitoring recreation activities in area
- 1 maintenance worker
- 1-2 transient personnel

VI. **Rationale:**
An administrative site will be required somewhere in this area. If it can not be combined with the visitor center facility, the "7 mile" site is a good choice given its location within the node, the existing access road, existing state and BLM facilities, and proximity to the commercial lease area (about 5 miles away). It is also far enough from the highway and commercial activities to be away from noise, dust, and visitor traffic.

SITE NAME/LOCATION: YUKON CROSSING NODE - DUMP STATION (MP 56-60).

I. **Management objective:**
To provide a state approved RV dump station and "comfort station" for the auto tourist. Also, to provide highway safety and other road related information.

II. **Use areas required:**
- Camper service area (e.g., sanitation, litter, water)

III. **Facilities required or to be provided:**
- Dump station (i.e., holding tank)
- Well
- Restroom
- Water fill station
- Kiosk

IV. **Services to be provided:**
- Potable water available
- Sanitation/litter
- Information

V. **Volume of use which must be accommodated over the next 10 years:**
- In 10 years with the road open, an average of 50 vehicles per day over the summer season, with a maximum of perhaps 75 vehicles per day, are anticipated. 50 vehicles a day represents about 30% of the total number of vehicles expected to reach Yukon Crossing daily during the use season.

VI. **Rationale:**
At least two dump stations, and perhaps as many as one for each campground, will be required along the Dalton Highway by the State of Alaska Department of Environmental Conservation. No DEC approved facility now exists. The Yukon Crossing site is appropriate given its location within a node, nearness to a proposed campground and other proposed/existing facilities.

SITE NAME/LOCATION: YUKON CROSSING NODE - RIVER BOAT USER PARKING (MP 56)

I. **Management objective:**
To provide a parking facility for visitors using the Yukon River. An approved area could be provided by either the public or private sector.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Possibly an access road

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years relative to each activity:**
- 100 spaces for vehicles and trailers

VI. **Rationale:**
Although a boat launch maintained by the State of Alaska exists on the Yukon River, no approved parking area has been provided. Recently as many as 56 vehicles have been counted using the existing lease area at Yukon Crossing for river use parking. Such use is accepted but not authorized by the lessee. An approved parking area should be provided, perhaps, relocated to a more acceptable location, ideally screened from other visitor facilities.

SITE NAME/LOCATION: YUKON CROSSING NODE - 60 MILE CAMPGROUND (MP 60).

I. **Management objective:**
To provide an overnight camping and day use area for the auto tourist. Given its location within the Yukon Crossing development node it would be appropriate to have this campground developed as a privately owned commercial enterprise. Activity opportunities would include boating (on nearby rivers), camping, fishing, hiking, hunting, interpretation, picnicking and outdoor games.

II. **Use areas required:**
- RV camping area
- Tent camping area
- Parking area (for 15 POVs)
- Picnic area
- Activity field (e.g., archery, team games etc)
- Boat launch area

III. **Facilities required or to be provided:**
- Ray River access; also see Ray River Trailhead
- Boat ramp
- Kiosk
- Restrooms
- Well

IV. **Services to be provided:**
- Sanitation/litter
- Firewood
- Potable water

V. **Volume of use which must be accommodated over the next 10 years:**
- 25 camping parties (RV and tent) at a time; expandable to 40
- 5 picnic parties
- 5 boat launches per day during peak use periods (e.g., holidays, hunting season)
- 10 parties (hunters, games) in addition to picnickers using parking area (total of 15 spaces)

VI. **Rationale:**
Many people come to this area to use the Yukon River and adjacent lands for hunting, fishing, boating and sightseeing. No public camping area now exists. Many are now inappropriately using the pipeline ROW, nearby lease area and private property for camping. This location makes use of a previously disturbed area, which is close to, but not on the road. It is close to existing commercial food and auto service (approx. 5 miles), airstrip, and other proposed recreation facilities. This area with a campground and existing/proposed facilities will become a destination for many and will serve as an overnight spot for travelers visiting points to the north.

SITE NAME/LOCATION: RAY RIVER TRAILHEAD (MP 70)

I. **Management objective:**
To provide portage access to the Ray River for leisurely floatboating/canoeing and hunting along the Ray River. Ideally, a take out point that would offer the option of bypassing the Yukon River will be developed or acquired in conjunction with this trailhead. If not, take out will require going upstream on Yukon River (to Yukon Crossing). This may be impractical or impossible for a small unmotorized boat and more of a challenge than desired for those wishing a leisurely outing.

II. **Use areas required:**
- Parking area
- Trailhead

III. **Facilities required or to be provided:**
- Parking spaces for 6 vehicles
- 1/4 mile of trail

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 5 trips/launches per day

VI. **Rationale:**
The Ray River runs parallel to the highway for many miles before entering the Yukon River near Yukon Crossing. This site is the point on the road where the river is most accessible from the Dalton Highway. With access the Ray River would provide a leisurely floating opportunity (full day) for the area visitor to enjoy wildlife and fishing in a completely natural setting isolated from the sights and sounds of the highway. Access would also enhance area hunting opportunities

Note : More information needs to be collected concerning summer water levels on the Ray Rivers.

SITE NAME/LOCATION: SAND HILL INTERPRETIVE SITE (MP 73)

I. **Management objective:**
To provide a watchable wildlife opportunity.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- None

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 4 vehicles in the parking lot a time
- 4 parties on the trail(s) at a time
- Approximately 800 visitors a year

VI. **Rationale:**
This is a rather unique interpretive opportunity given the presence of large ant hills and ponds in easy hiking distance of the highway along existing unimproved trails Approximately 1/4 mi. to ant hills and 1/2 mile to ponds; trails go different directions.

SITE NAME/LOCATION: YUKON FLATS OVERLOOK (DALTON HIGHWAY MP 86)

I. **Management objective:**
To provide an interpretive opportunity and panoramic view of Interior Alaska. The view includes the Kokrine-Hodzana Highlands, Ft Hamlin Hills, the Trans-Alaska Pipeline, Yukon River Valley and a portion of the Yukon Flats NWR. Interpretive material will discuss prominent features of the landscape; purpose, management and history of adjacent CSU; and the material site (where overlook is located) and its role in the construction of TAPS and the Dalton Highway.

II. **Use areas required:**
- Viewing area
- Parking area

III. **Facilities required or to be provided:**
- Railing or barrier (moveable as gravel pit expands)
- Sign warning that this is active material site
- Panoramic directory (moveable)

IV. **Services to be provided:**
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 2 buses and 5 POVs parked at any one time
- 100 visitors maximum at any one time

VI. **Rationale:**
Few opportunities exist along this portion of the Dalton Highway for the motorist to pull off the highway and get a good view of surrounding lands including the adjacent Yukon Flats NWR. This site is located only a short distance from the highway and is accessible by vehicle. It is located on a previously disturbed area that can economically be developed as a scenic overlook and interpretive site.

SITE NAME/LOCATION: WHIMBREL HILL RV OVERFLOW AREA (MP 94)

I. **Management objective:**
To provide overflow RV parking/camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary restrooms

IV. **Services to be provided:**
- Informational
- Sanitation/litter (temporary)

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on a sporadic basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively manage use. This previously disturbed area is a logical location for this type of development.

SITE NAME/LOCATION: FINGER MOUNTAIN WAYSIDE AND INTERPRETIVE SITE (MP 98)

I. **Management objective:**
To provide a highway "comfort station" and interpretive site focussing on the alpine tundra plant community/ecosystem and the unique geologic features of the site.

II. **Use areas required (see map):**
- Parking area
- Interpretive area or kiosk

III. **Facilities required or to be provided:**
- Interpretive display and trail
- Restroom

IV. **Services to be provided:**
- Sanitation/litter
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 2 buses and 5 POVs parked at any one time
- 2 tractor trailer units parked at any one time
- 100 visitors maximum at any one time

VI. **Rationale:**
This is a natural location for an interpretive site that already attracts many visitors because of the the view, the existing pull off area, and the site's granite tors. Because the interpretive trail will draw visitors to the site and hold them for a period of 1/2 to 1 1/2 hours, restrooms and trash container are to provided for visitor comfort and resource protection.

SITE NAME/LOCATION: OLSON'S LAKE INTERPRETIVE TRAIL (MP 103)

I. **Management objective:**
To provide an interpretive site focussing on the waterfowl and shorebirds found in Interior Alaska during the summer.

II. **Use areas required:**
- Parking area
- Interpretive area (near parking area to discuss plants etc., that will be seen on walk to overlook)
- Overlook area on or near lake

III. **Facilities required or to be provided:**
- Parking
- One mile trail; may require boardwalk
- Deck

IV. **Services to be provided:**
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 1 bus and 5 POVs parked at any one time
- 50 visitors maximum at any one time

VI. **Rationale:**
This area has long been recognized (ref Utility Corridor MFP R-5.7) as affording visitors a wonderful opportunity to observe many species of waterfowl in their natural environment and to see another of Interior Alaska's ecosystems. This site fits in nicely with the Finger Mountain interpretive site as the Olson's Lake area is visible from Finger Mountain. Thus, visitors may view this wet tundra/lake ecosystem from a distance and also experience it first hand.

SITE NAME/LOCATION: OLD MAN CAMP RV OVERFLOW AREA (MP 107)

I. **Management objective:**
To provide overflow RV parking/camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary restrooms

IV. **Services to be provided:**
- Informational
- Sanitation/litter (temporary)

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on a sporadic basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively manage use. This previously disturbed area is a logical location for this type of development.

SITE NAME/LOCATION: ARCTIC CIRCLE CAMPGROUND AND RV OVERFLOW AREA
(MP 115)

I. **Management objective:**
To provide overnight camping facilities for the auto tourist. Existing gravel pad is also large enough to serve as an undeveloped RV overflow area during special events etc. Facility can be constructed separate from proposed Arctic Circle wayside (following description) but planning and design should be one effort; access roads and possibly restrooms etc., can be shared. Activity opportunities will include camping, hiking, interpretation, and picnicking.

II. **Use areas required:**
- RV camping area (also overflow area)
- Tent camping area
- Parking area
- Picnic area
- Interpretive area

III. **Facilities required or to be provided:**
- Kiosk
- Restrooms (and temporary facilities during special events)
- Trash containers
- Water storage tank

IV. **Services to be provided:**
- Potable water
- Sanitation/litter
- Firewood
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 20 camping parties - expandable to 35
- 10 to 20 vehicles in overflow area during special events and periods of high use

VI. **Rationale:**
This site currently attracts many visitors because it is the point on the road where the visitor reaches the Arctic Circle. For many, it represents their ultimate destination and turnaround point. Although an inactive material site at the location provides a camping area there is no developed camping or day use facilities at this time. Development of this area would be economical because it makes use of a previously disturbed area.

SITE NAME/LOCATION: ARCTIC CIRCLE WAYSIDE (MP 115)

I. **Management objective:**
To provide a day use area and interpretive facility for area visitors (also see preceding campground description). Activity opportunities will include interpretation and picnicking.

I. **Use areas required:**
- Parking area
- Picnic area
- Interpretive area

III. **Facilities required or to be provided:**
- Kiosk
- Restrooms (and temporary facilities during special events)

IV. **Services to be provided:**
- Sanitation/litter
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 10 picnic parties at one time (large tour groups are not expected to picnic here)
- 3 buses, 15 POVs (total of 15 spaces).
- As many as 120 individuals at one time

VI. **Rationale:**
This site currently attracts many visitors because it is the point on the road where the visitor reaches the Arctic Circle. For many, it represents their ultimate destination and turn-around point. Many simply wish to take photos next to the Arctic Circle sign and picnic prior to turning around. Currently no picnic area exists and very little interpretive information is provided. With minimal expenditure this opportunity can be greatly enhanced.

SITE NAME/LOCATION: BONANZA CREEK RECREATION SITE (MP 124)

NOTE: This site is located behind an Alyeska gate.

I. **Management objective:**

To provide for limited overnight camping and a variety of day use activities. Activity opportunities will include: nonmotorized trail access to backcountry recreation opportunities (e.g., hunting, fishing), undeveloped overnight camping, ploatboating and recreational mineral collection.

II. **Use areas required:**

- 2 Parking areas
- Corral area
- Trailhead
- Primitive camping area (tent)
- Sanitation/litter area

III. **Facilities required or to be provided:**

- Corral, divided into three sections
- Existing trail
- Cabin along trail
- Vehicle Barrier
- Restroom

IV. **Services to be provided:**

- Sanitation/trash

V. **Volume of use which must be accommodated over the next 10 years:**

- 12 animals maximum at any one time
- 5 spaces each to accommodate trailer and vehicle - parking lot A
- 4 spaces (autos) - Parking lot B.
- 3 camping sites; 6 individuals maximum
- Remote cabin to sleep 4 - 6

VI. **Rationale:**

Recreational use of the area, including pack animal use and overnight camping, is occurring; no facilities now exist for visitor convenience or resource protection. To minimize further impacts on vegetation/soil/water quality some facilities, e.g., restrooms, corral , trash receptacles, etc., are desirable.

SITE NAME/LOCATION: LITTLE NASTY CREEK OVERFLOW AREA (MP 129)

I. **Management objective:**
To provide overflow RV parking/camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary restrooms

IV. **Services to be provided:**
- Informational
- Sanitation and litter

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on a sporadic basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively manage use. This previously disturbed area is a logical location for this type of development.

SITE NAME/LOCATION: SOLSTICE POINT RECREATION SITE (MP 132)

I. **Management objective:**
To provide for a variety of recreational activities and opportunities. Activity opportunities will include sightseeing, interpretation, ORV use and hiking.

II. **Use areas required:**
- Parking area
- ORV loading area
- Trailhead
- Interpretive area

III. **Facilities required or to be provided:**
- Interpretive Exhibit
- Deck
- Restroom
- Trail (existing)
- ORV loading ramp

IV. **Services to be provided:**
- Interpretive
- Sanitation/Litter

V. **Volume of use which must be accommodated over the next 10 years:**
- 5 ORVs at any one time on trail
- 10 individuals on trail at any one time
- 10 ORV "launchings" per day maximum
- 2 buses and 5 POVs parked at any one time
- 100 visitors maximum at any one time within interpretive area

VI. **Rationale:**
Development of this site will provide additional recreation and information opportunities. These include an all-season motorized and nonmotorized access trail (also see ORV section). This trail provides access to backcountry areas for hunting and primitive camping. Views from the trail are impressive. Interpretive area at trailhead provides a unique opportunity for a 360 degree view of surrounding area. Viewshed includes Jim River ACEC, Kanuti NWR, Jack White and Brooks Range. Access to site and trail already exist making development of these opportunities economical.

SITE NAME/LOCATION: PROSPECT/JIM RIVER RECREATION SITE (MP 135)

I. **Management objective:**
To provide for overnight camping and a variety of day use activities. Activity opportunities will include river access for floatboating, camping, fishing, hiking, hunting, interpretive sightseeing and picnicking.

II. **Use areas required:**
- RV camping area
- Tent camping area
- Parking area (short and long term)
- Picnic area
- Boat launch turn-around

III. **Facilities required or to be provided:**
- Boat ramp and access road to river
- Restrooms
- Kiosk
- Well

IV. **Services to be provided:**
- Sanitation and litter
- Firewood
- Potable water

V. **Volume of use which must be accommodated over the next 10 years:**
- 30 camping parties
- 8 picnic parties
- Parking for 25 vehicles

VI. **Rationale:**
Because of the existing access to the Jim River, existing gravel pad, location near the highway but far enough away to isolate it from much of the highway noise and dust, and proximity to a pump station, airstrip, and State of Alaska highway maintenance camp, many people now use this site and adjacent lands for hunting, fishing, boating and sightseeing. No improved camping area or services now exist. Visitors now use the unimproved gravel pad remaining from the former pipeline construction camp or adjacent area for camping. Development at this location would be economical given existing access, gravel pad and convenient location. Development would both enhance existing opportunities and protect resources.

SITE NAME/LOCATION: GRAYLING LAKE RECREATION SITE (MP 150)

I. **Management objective:**
To provide floatplane access and day use opportunities that may include picnicking and hiking; may also provide watchable wildlife and limited fishing opportunities.

II. **Use areas required:**
- Possible picnic area
- Parking area
- Aircraft docking area

III. **Facilities required or to be provided:**
- Floatplane dock
- Trail to lake

IV. **Services to be provided:**
- Restroom possible if picnic area established

V. **Volume of use which must be accommodated over the next 10:**
- 2 floatplanes at any one time
- 5 POVs in parking area
- 5 - 10 picnic parties if developed for this purpose

VI. **Rationale:**
Because of its closeness to the Dalton Highway, this lake is being used as a landing site for floatplanes. No dock or authorized parking area now exists. Access point and associated parking should be relocated to a more suitable location. The lake may or may not prove a suitable location for a picnic area; there is some question as to its suitability due to road related dust and noise. Additional evaluation as a picnic area is required.

SITE NAME/LOCATION: SOUTH FORK KOYUKUK RECREATION SITE (MP 156)

I. **Management objective:**
To facilitate river access from the Dalton Highway to the South Fork Koyukuk River and to enhance associated recreation opportunities. Development is also aimed at providing facilities which will help control use and prevent resource degradation at this popular site. Activity opportunities will include fishing, hunting, recreational mineral collection and hiking.

II. **Use areas required:**
- Parking area (short term - 15 spaces and long term - 15 spaces)
- Service area (restrooms, trash, information)
- Boat launch and turnaround
- Possible picnic area

III. **Facilities required or to be provided:**
- Parking lot, possibly two - one for short term and one for long term use
- Rest rooms
- Boat ramp

IV. **Services to be provided:**
- Long term parking - 15 spaces
- Sanitation/litter

V. **Volume of use which must be accommodated over the next 10 years:**
- 30 vehicles including trailers and RVs
- 5 - 15 parties (or 10 to 30 individuals) in immediate area
- 10 to 20 boat launches a week

VI. **Rationale:**
This site has traditionally been used as a staging area for miners and others using the South Fork for access to lands away from the highway. This has at times created a problem with cars, trucks and other vehicles and equipment being left at the site for long periods of time creating an unsightly "shanty town" appearance. While this situation has been rectified, there is still a legitimate demand for parking and sanitation facilities at the site. The South Fork, as a navigable stream (i.e., state streambed) may also see use of small suction dredges for recreational mining. Appropriate facilities must be present to protect resources and to provide basic visitor services.

SITE NAME/LOCATION: CASPER LAKE TRAILHEAD (MP 158)

I. **Management objective:**
To provide a trailhead for access to the backcountry. Activity opportunities will include hiking, fishing and hunting.

II. **Use areas required:**
- Trailhead

III. **Facilities required or to be provided:**
- Parking lot
- Trail
- Cabin in conjunction with trail

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 4 vehicles in parking area
- 4 parties on trail maximum at one time
- Cabin to accommodate 4-6

VI. **Rationale:**
The opportunity afforded by this existing trail will be significantly enhanced with this minimal investment.

SITE NAME/LOCATION: CHAPMAN LAKE INTERPRETIVE SITE (MP 161)

I. **Management objective:**
To provide visitors an area away from the highway to enjoy certain day use activities. Activities would include picnicking, interpretive sightseeing, fishing and day hiking.

II. **Use areas required:**
- Picnic area
- Parking area

III. **Facilities required or to be provided:**
- Trail

IV. **Services to be provided:**
- Information/interpretation
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 5 vehicles
- 5 parties (10 - 15 individuals) on trail or picnicking maximum

VI. **Rationale:**
At the present time a road is under construction (to gain access to mining operations) from the Dalton Highway to the Middle Fork Koyukuk River. This road will pass near Chapman Lake. With the development of a trailhead and short hiking trail an excellent opportunity will be afforded to area visitors to experience and learn about an interior lake ecosystem, one which is isolated from the sight and sounds of the Highway.

SITE NAME/LOCATION: TRAMWAY BAR RIVER ACCESS (MP 161)

I. **Management objective:**
To provide access to the Middle Fork Koyukuk River and a day use area located away from the highway. Activities provided will include floatboating, fishing, hunting and hiking.

II. **Use areas required:**
- Parking area
- Boat launch and turn-around area
- Picnic area

III. **Facilities required or to be provided:**
- Restrooms
- Boat launch ramp

IV. **Services to be provided:**
- Sanitation /litter

V. **Volume of use which must be accommodated over the next 10 years:**
- 20 vehicles with trailers at peak periods
- 3 launches in a day at peak use periods
- 5 - 10 individuals in immediate area at peak periods

VI. **Rationale:**
At the present time a road is under construction (to gain access to mining operations) from the Dalton Highway to the Middle Fork Koyukuk River. With minimal improvements this can be developed into an excellent river oriented day use area and public boat launch for canoes and floatboats.

SITE NAME/LOCATION: CATHEDRAL LAKES OVERLOOK (MP 165)

I. **Management objective:**
To provide a watchable wildlife viewing location, especially for waterfowl.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Viewing blind

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 3 parking spaces (POVs)
- 6 individuals maximum

VI. **Rationale:**
This area offers an excellent opportunity to observe breeding, nesting and brood rearing habits of arctic loons and other waterfowl and shorebirds. Opportunity at this location is excellent because of the presence of good waterfowl habitat and ease of access afforded by existing road. Investment would be minimal.

SITE NAME/LOCATION: ROSIE CREEK CORRAL (MP 173)

I. **Management objective:**
To provide a corral for horses and other pack animals to facilitate trips into the backcountry and to minimize resource degradation. Activities include horseback riding, hiking, hunting and recreational mineral collection at a nearby rock quarry (inactive).

II. **Use areas required:**
- Parking/unloading area

III. **Facilities required or to be provided:**
- Corral
- Restroom
- Access road

IV. **Services to be provided:**
- Sanitation/trash
- Corral maintenance

V. **Volume of use which must be accommodated over the next 10 years:**
- 6 vehicles with trailers
- 18 horses maximum (peak use periods)
- 3 parties staging from area maximum

VI. **Rationale:**
This site has been used in the past to picket/graze horses. This has resulted in unacceptable damage to vegetation. To protect the area from lasting damage and to accommodate continued use this facility is necessary.

SITE NAME/LOCATION: COLDFOOT NODE - ACCESS TO MIDDLE FORK KOYUKUK RIVER (MP 175)

I. **Management objective:**
To enhance existing recreation opportunities by improving access to Middle Fork Koyukuk River. Activity opportunities will include floatboating, fishing.

II. **Use areas required:**
- Parking area
- Boat launch and turn-around area

III. **Facilities required or to be provided:**
- Boat launch ramp

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 6 vehicles with trailers at peak periods
- 3 launches in a day at peak use period

VI. **Rationale:**
At present an unimproved road provides access to the river . This road is not maintained and was not designed as a public use access road. To reach the road traffic must pass quite close to the end of a state maintained airport/runway. This road can become difficult to negotiate with bad weather. A new road should be constructed which will not interfere with airport operations or future expansion. Better access to the the Middle Fork will significantly enhance this opportunity in an area which has been identified as a development node and which is a focal point of local activity.

SITE NAME/LOCATION: COLDFOOT NODE - MARION CREEK CAMPGROUND (MP 180)

I. **Management objective:**
To provide an overnight camping and day use area for the auto tourist. This campground, to be located within the Coldfoot development node, could appropriately be developed as a privately owned commercial enterprise. Activity opportunities would include boating (on nearby rivers), camping, fishing, hiking, hunting, interpretation, picnicking and dog mushing.

II. **Use areas required:**
- RV camping area
- Tent camping area
- Parking area/trailhead
- Picnic area
- Boat launch area
- Sanitation service area

III. **Facilities required or to be provided:**
- Trail
- Kiosk
- Restrooms
- Well

IV. **Services to be provided:**
- Sanitation/litter
- Firewood
- Potable water
- Plowing in winter to accommodate dog mushers

V. **Volume of use which must be accommodated over the next 10 years:**
- 40 camping parties at a time; expandable to 60
- 8 picnic parties
- 6 parties (trail users) in addition to picnickers (summer and winter)
- 15 space parking area (outside of campground accommodations)

VI. **Rationale:**
Many people now come to this area to hunt, fish, boat, dog mush and sightsee. No public camping facility now exists in the area. Currently, camping takes place on an unimproved gravel pad. This previously disturbed area located close to the road provides an excellent location to economically develop a campground with a minimum of new disturbance. It is close to existing commercial food and auto service (approx. 5 miles), airstrip, and other proposed recreation facilities. This area, once developed, will become a destination for many and will serve as an overnight stop for travelers visiting points to the north especially if the road opens to Prudhoe Bay. It will also facilitate management of current and future use.

SITE NAME/LOCATION: COLDFOOT NODE RV OVERFLOW AREA (MP 180)

I. **Management objective:**
To provide overflow RV parking and camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods. This area will likely be developed in conjunction with the Marion Creek Campground.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary sanitation and trash

IV. **Services to be provided:**
- Informational

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on irregular basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. Such use periods would be too sporadic to justify permanent facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively mange use. The Coldfoot Node is a logical location for this type of facility.

SITE NAME/LOCATION: COLDFOOT INTERAGENCY INFORMATION CENTER (MP 175)

I. **Management objective:**
The Coldfoot visitor center will be jointly operated by three agencies: BLM, NPS, and USFWS. The main objective will be educate visitors on area history, resources, management and economy. The facility will serve as an example of interagency cooperation. As compared to the Yukon Crossing facility the focus will be more towards bus tour groups with auditorium presentations given to accommodate tour schedules and audiences. Information available will also meet the needs of local miners and other area residents.

II. **Use areas required:**
- Public use area
- Visitor Center
- First aid room
- Parking area
- Picnic area
- Recreation area
- Physical plant area (generator/well pump)
- Leach field

III. **Facilities required or to be provided (dimensions are not intended to be final):**
- Interpretive Facility (6,500 square feet):
  - Exhibit area - 1,500 square feet
  - Auditorium - 1,300 square feet, 100 person capacity
  - Lobby sales area - 500 square feet
  - 2 Restrooms - 4 stalls each, 500 square feet total
  - Office library space - 1,000 square feet
  - Mechanical Room and space- 1,700 square feet
  - Parking lot and tum-around for 2 buses and 20 POVs
- Septic system
- Well
- Broadcasting system (to deliver interpretive/informational messages over car radios)

IV. **Services to be provided:**
- Information
- Restrooms for public use

V. **Volume of use which must be accommodated over the next 10 years:**
- An average of approximately 180 visitors per day or 22,000 over a 120 use season are expected to use the visitor center by the year 2000 This represents approximately 70% of the visitors anticipated to reach Coldfoot by bus and POV (i.e., approximately 31,000 if the road.opens to Prudhoe Bay).
- As many as 250 visitors may be interested in visiting the Coldfoot information center per day. One-hundred eighty to two-hundred people per evening may be common during the height of the use season (the 100 days between Memorial and Labor day) when several buses may be present.
- 4 buses and 35 POVs at any one time.

VI. **Rationale:**
This is a designated node, scheduled tour bus overnight stop, and focus of many local activities. This, along with its central location within the DHRMA and proximity to both Park Service and Fish and Wildlife management areas, makes it an ideal location for a visitor contact facility. This is also an excellent opportunity for three Department of Interior agencies to cooperatively meet and educate the public not only about area resources but also about the different mission of the three agencies.

SITE NAME/LOCATION: COLDFOOT NODE - DUMP STATION (MP 175 - 180).

I. **Management objective:**
To provide a state approved RV dump station and "comfort station" for the auto tourist. Also, to provide highway safety and other road related information. This facility could be developed by the private sector as long as it is located within the boundaries of the node.

II. **Use areas required:**
- Camper service area (e.g., sanitation, litter, water)

III. **Facilities required or to be provided:**
- Dump station (i.e., holding tank)
- Well
- Restroom
- Trash Container
- Water fill station
- Kiosk

IV. **Services to be provided:**
- Potable water available
- Sanitation/litter
- Information

V. **Volume of use which must be accommodated over the next 10 years:**
- In 10 years with the road open, it is anticipated that approximately 25-30 vehicles per day will use the facility over the summer season, with a maximum of perhaps 50 vehicles per day.. Twenty-five to 30 vehicles a day represents about 30% of the total number of vehicles expected to pass through Coldfoot daily (north and south) during the use season.*

* This assumes that: 1) By the year 2,000 approximately 22,000 visitors per season will reach Coldfoot (from the south), 2) there are 1.6 persons per vehicle or about 115 "new" vehicles a day that reach Coldfoot over a 120 day use season 3) that about 1/2 of the 115 "new vehicles" will go beyond Coldfoot and so pass back through on their way south or a total of about 175 vehicles a day, and 4) that about half of these are RVs and about 30% of these will use this dump station.

VI. **Rationale:**
At least two dump stations, and perhaps as many as one for each campground, will be required along the Dalton Highway by the State of Alaska Department of Environmental Conservation. No DEC approved facility now exists. This site is appropriate given its location within a node, nearness to a proposed campground and other proposed/existing facilities.

SITE NAME: MARION CREEK ADMINISTRATIVE SITE (MP 180)

I. **Management objective:**
This is an administrative site to house BLM visitor services personnel and other BLM staff. It will also serve as the main field maintenance facility for the DHRMA. Ultimate purpose is to facilitate efficient and cost effective operation and maintenance of the various DHRMA facilities, and to allow a continuous BLM field presence in the area.

II. **Use areas required:**
- Parking area
- Permanent housing area
- Rescue cache
- Temporary housing area
- Shop/garage area
- Storage area enclosed - heated/unheated
- Storage yard
- Maintenance yard
- Fuel storage area
- Helipad
- Drainage field
- Trash containment area
- Physical plant area (generator, water pump and holding tank, well head, etc.)
- Recreation area indoor/outdoor: e.g., T.V./video machine, weights, volley ball nets, picnic tables.

III. **Facilities required or to be provided:**
- Living quarters for 12.
- Fully equipped carpenter shop with more limited capabilities to repair mechanical and motorized equipment, to do sheet metal fabrication, etc.
- Fuel storage tanks w/powered pumps to dispense fuel; fuel tanks may be required for gasoline, aviation fuel, fuel oil, and propane.
- Fenced storage yard to hold lumber, posts, fencing, firewood and other materials likely to be needed in maintenance of DHRMA facilities and which can be safely stored outside.
- Enclosed storage area (unheated) for trail/yard maintenance equipment, portable generators, concrete, and other equipment/materials which will be needed for routine maintenance chores but which should be sheltered from wind and rain
- Enclosed and heated storage area for equipment/materials and chemicals (including paint products) which will be stored over winter and which could be adversely affected by cold temperatures.
- Dumpster and fenced trash containment area
- Parking lot with plug-ins for four vehicles
- Physical plant building/area to contain such items as a generator, well head/pump, etc.
- Other

IV. **Services to be provided:**
- Consider providing meals (1-3?) during summer season on site rather than at nearby commercial services.
- Laundry facilities provided (pay or free?).
- Janitorial service contract through nearby commercial services (daily/weekly?) - summer only.

V. **Volume of use which must be accommodated over the next 10 years:**
- Anticipate maximum of 14 PFT/seasonal employees during summer season, no more than 4 PFT during winter season. Summer employees will include:
    - 1 area supervisor
    - 4 - 5 PFT or seasonal recreation and interpretive specialists
    - 1 PFT carpenter/maintenance worker
    - 2 seasonal maintenance workers
    - 1 ranger

- 2 (other) program staff personnel basing out of site
- 2 visitors or BLM personnel in transit

I. **Rationale:**
Proposed facilities in the DHRMA are simply too distant, too dispersed and too numerous to effectively and efficiently maintain from support facilities located in Fairbanks. Nor can BLM personnel maintain an adequate and professional presence in the area by basing out of Fairbanks. It requires approximately 3 1/2 hours to reach the DHRMA by car or truck and an additional 7 hours to drive its length, more with the bad weather/road conditions common along the Highway. Existing structures in Coldfoot (2 - 12X16 cabins and several tents) do not provide adequate amenities, facilities, or equipment to do the job. If BLM is to meet its management objectives, a properly located, fully equipped and properly designed administrative site is essential. The Marion Creek site is centrally located in the DHRMA and is located near commercial food/lodging facilities and a highway maintenance camp. As such, it is a focal point of highway activity, with an existing (albeit limited) infrastructure well suited for stated purposes.

SITE NAME/LOCATION: MARION CREEK TRAILHEAD (MP 180)

I. **Management objective:**
To provide a parking area to accommodate visitors who wish to access backcountry areas by foot or other nonmotorized means along an existing trail.

II. **Use areas required:**
- Parking area (This will most likely be developed in conjunction with the Marion Creek Campground)

III. **Facilities required or to be provided:**
- Possibly kiosk, and restrooms if developed prior to campground

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 10 parties at a time on the trail
- Parking for 10 POVs

VI. **Rationale:**
Opportunity and demand exist. Site is located in the Coldfoot node and as such is not only a use concentration area but also an appropriate location for further development. Site also utilizes previously disturbed ground.

SITE NAME/LOCATION: BOB MARSHALL OVERLOOK (MP 187)

This site is actually located along the Nolan Road near the eastern boundary of Gates of the Arctic National Park.

I. **Management objective:**
To provide an interpretive opportunity that focuses on the arctic explorations of Bob Marshall and also the story of Gates of the Arctic Park.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Interpretive display

IV. **Services to be provided:**
- Informational
- Trash pick up

V. **Volume of use which must be accommodated over the next 10 years:**
- 1 bus (if road is improved) 5 POVs at any one time
- 50 visitors maximum

VI. **Rationale:**
This site offers the opportunity to interpret the work of Bob Marshall, an early arctic explorer, who is credited with naming several of the most majestic peaks within the Brooks Range including the two mountains known as the "Gates." Potential exists for a cooperative interpretive effort with the National Park Service.

SITE NAME/LOCATION: GOLD CREEK CORRAL AND TRAILHEAD (MP 197)

I. **Management objective:**
To enhance existing opportunity by providing parking for those visitors wishing to access to backcountry areas by foot, horse, or ORV. Activities opportunities would include horseback riding, hiking, hunting, recreational mineral collection and ORV use.

II. **Use areas required:**
- Parking area
- Activity area

III. **Facilities required or to be provided:**
- Corral
- Restroom
- Access road

IV. **Services to be provided:**
- Sanitation/trash

V. **Volume of use which must be accommodated over the next 10 years:**
- 4 POVs without trailers
- 6 vehicles with trailers (ORV or horse)

VI. **Rationale:**
This location has established trails. Recreational use of the area, including pack animal use, is occurring; no facilities now exist for visitor convenience or resource protection. To minimize further impacts on vegetation/soil/water resources some facilities, e.g., restrooms, corral, trash receptacles, etc., are necessary.

SITE NAME/LOCATION: SUKAKPAK MOUNTAIN WAYSIDE AND INTERPRETIVE SITE (MP 204)

I. **Management objective:**
To provide a roadside rest area, scenic view point and interpretive site focused on Sukakpak Mountain.

II. **Use areas required:**
- May include 2 interpretive areas; one a photo pull-out, one a geologic interpretive site (best photo opportunities may not offer best interpretive opportunities)
- Parking

III. **Facilities required or to be provided:**
- Sanitation/Trash

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- As many as two tour buses at a time
- 6 POVs at a time
- 100 visitors maximum at a time; perhaps 10,000 - 12,000 visitors seasonally

VI. **Rationale:**
Sukakpak Mountain is already a natural draw with many visitors pulling to the side of the road to view the mountain. Parking is now occurring on the ROW creating a potentially dangerous situation. This situation needs to be corrected and the opportunity developed. Also because so many visitors may be stopping sanitation and trash facilities will be provided for visitor comfort and resource protection.

SITE NAME/LOCATION: BETTLES RIVER ACCESS (MP 207)

I. **Management objective:**
To provide a parking facility and improved river access to enhance existing recreation opportunities along the Dietrich - Bettles Rivers (which join to form the Middle Fork Koyukuk River). Also to provide parking and better access to backcountry trail which begins here. Parking area should be improved but kept small to limit numbers. Access and river bank should be improved as necessary to "harden" area and prevent unacceptable impacts. Activity opportunities will include hiking, recreational mineral collection, boating/floating, fishing and hunting.

II. **Use areas required:**
- Parking area
- Boat launch area

III. **Facilities required or to be provided:**
- Improved river access perhaps involving "hardening" of river bank

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 4 parties on river at a time; approximately 50 parties a year
- 4 POVs in parking lot

VI. **Rationale:**
This proposed development is located on previously disturbed ground and is currently being used for the identified activities. However, existing access to the river and trailhead is unimproved and parking is quite limited (one vehicle). With appropriate small scale development more visitors can enjoy the opportunity and use (and impacts) can be better managed.

SITE NAME/LOCATION: DISASTER CREEK WAYSIDE (MP 211)

I. **Management objective:**
To provide a highway "comfort station" and turnaround point for visitors traveling in POVs.

II. **Use areas required:**
- Parking/turnaround area

III. **Facilities required or to be provided:**
- Restroom
- Information/Interpretive display
- Well? - Well at nearby abandoned construction camp may be usable and able to provide potable water.

IV. **Services to be provided:**
- Sanitation/litter
- Potable water?

V. **Volume of use which must be accommodated over the next 10 years:**
- 10 POVs parked at any one time
- 3 tractor trailer units parked at any one time
- 100 visitors maximum at any one time

VI. **Rationale:**
This remains the point at which the road is closed to nonpermitted traffic. As such it is a logical location for a wayside, especially if the wellhead at the nearby (former) construction camp is located and rehabilitated. The decision to locate a wayside here should be reevaluated if the road is opened to the public beyond this point. However, if the nearby well is useable, the site may remain an excellent location for a wayside.

SITE NAME/LOCATION: Disaster Creek RV Overflow Area (MP 211)

I. **Management objective:**
To provide overflow RV parking/camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary restrooms
- Well? - Well from abandoned construction camp may be useable and able to provide potable water. This well would be rehabilitated only if wayside is developed (see previous site description)

IV. **Services to be provided:**
- Informational
- Sanitation and litter
- Potable water?

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on a sporadic basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. Such use periods would be too sporadic to justify permanent facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively mange use. This previously disturbed area is a logical location for this type of development.

SITE NAME/LOCATION: Arctic Loon Ponds Overlook (MP 215)

I. **Management objective:**
To provide watchable wildlife and fishing opportunities. Also, to rectify an existing hazard area caused by cars being parked in highway ROW.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Interpretive display

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 5 vehicles/parties at any one time
- 400 - 500 individuals per season

VI. **Rationale:**
Current users park in the highway ROW. This creates a potentially dangerous situation. With minimal improvement existing opportunity can be enhanced and made safer.

SITE NAME/LOCATION: Nutirwik Creek Trailhead (MP 227)

I. **Management objective:**
To enhance recreation opportunities by providing approved parking off of the ROW for visitors wishing to backpack/hike up the creek drainage.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- None

IV. **Services to be provided:**
- Trash pickup

V. **Volume of use which must be accommodated over the next 10 years:**
- 4 POVs at a time maximum
- 400 - 500 visitors annually

VI. **Rationale:**
This is an excellent drainage to hike and experience the Brooks Range. Use is now occurring with vehicles being parked in an unapproved area atop a levee. State is planning to rework this levee which may eliminate, at least temporarily, this de facto parking lot. In any event an improved and authorized parking area should be provided to better manage use.

SITE NAME/LOCATION: Upper Dietrich River Wayside (MP 235)

I. **Management objective:**
To provide a rest area and "comfort station" for visitors and commercial truckers.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Restroom

IV. **Services to be provided:**
- Sanitation and trash

V. **Volume of use which must be accommodated over the next 10 years:**
- 6 POVs at a time
- 6 tractor trailer units at a time

VI. **Rationale:**
This site is situated at the base of Chandalar Shelf and Atigun Pass. Accordingly, it is used frequently by truckers to rest before making the climb and descent through the pass. It is also used by truckers to put on and take off chains. The existing widening of the road should be upgraded and restroom facilities provided for visitor safety, comfort and resource protection.

SITE NAME/LOCATION: Chandalar Shelf Overlook (MP 237)

I. **Management objective:**
To provide a pull out for visitors to stop and enjoy the beautiful view of the Chandalar River Valley and Brooks Range. Also an excellent opportunity to educate visitors about the Brooks Range, nearby continental divide and other area natural history.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Interpretive display

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 2 buses at a time
- 10 POVs at a time

VI. **Rationale:**
Because of the beautiful scenery this is a natural spot to attract visitors and to broaden their recreational experience through the information/interpretive program.

SITE NAME/LOCATION: Spike Creek Camp Wayside (MP 250)

I. **Management objective:**
To provide a rest area and "comfort station" for visitors and commercial truckers.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Restroom

IV. **Services to be provided:**
- Sanitation and trash

V. **Volume of use which must be accommodated over the next 10 years:**
- 6 POVs at a time
- 6 tractor trailer units at a time

VI. **Rationale:**
This location is located at the foot of Atigun Pass on the north side . Accordingly, it is used frequently by truckers traveling south to rest before making the climb and descent through the pass. It is also used by truckers to put on and take off chains. The existing widening of the road should be upgraded and restroom facilities provided for visitor safety, comfort and resource protection.

SITE NAME/LOCATION: Atigun Valley Overlook (MP 261 - 265)

I. **Management objective:**
To provide a pull out for visitors to stop and enjoy the beautiful view of the Atigun River Valley and Brooks Range. Also an excellent opportunity to educate visitors about the Brooks Range, nearby continental divide and other area natural history. Site would also serve hunters and backpackers wishing to hike along the Atigun River.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Interpretive display

IV. **Services to be provided:**
- None

V. **Volume of use which must be accommodated over the next 10 years:**
- 2 buses at a time
- 10 POVs at a time

VI. **Rationale:**
This area is already used by guides and outfitters for bow hunting. Once the road is opened use will surely increase, making some improvement in parking facilities important. Also, because of the beautiful scenery this is a natural spot to attract sightseers and to broaden their recreation experience through the information/interpretive program. Additionally, site could be located on previously disturbed ground minimizing impacts.

SITE NAME/LOCATION: Galbraith Lake Wayside and Visitor Contact Station (MP 275)

I. **Management objective:**
To provide a highway "comfort station" and manned information/interpretive site focussing on the area's arctic lake ecosystem, historical, archeological, paleontological and geological sites. This would also be developed to provide picnic facilities for tour groups now using the area.

II. **Use areas required:**
- Parking area
- Interpretive area
- Picnic area to accommodate bus tour groups

III. **Facilities required or to be provided:**
- Contact station - approximately 400 square feet
- Interpretive trail (possible)
- Restroom
- Trash Container

IV. **Services to be provided:**
- Sanitation/litter
- Interpretive

V. **Volume of use which must be accommodated over the next 10 years:**
- 2 buses and 5 POVs parked at any one time
- 2 tractor trailer units parked at any one time
- 100 visitors maximum at any one time
- Picnic area to accommodate 70 - 100 individuals (tour groups) at a time
- 2 resident (seasonal) visitor contact specialists

VI. **Rationale:**
This is an ACEC and a scheduled picnic stop for tour groups. Currently no facilities are provided except by the tour companies. Scenery, location and resource values make this an ideal location for a wayside and contact station. For bus tour groups starting from Deadhorse this would be the first and only opportunity to meet BLM and hear about the area and its resources before entering the Brooks Range. Development of this site, apart from, but in conjunction with campground and other facilities proposed in the area would both enhance existing opportunities and facilitate management of anticipated and current activities. Other Interior agencies are also interested in locating administrative sites near Galbraith Lake.

SITE NAME/LOCATION: Galbraith Lake Campground (MP 275)

I. **Management objective:**
To provide an overnight camping for the auto tourist and other visitors. This campground, to be located adjacent to Galbraith Lake on existing gravel pad would offer a fine view of the Brooks Range and Galbraith Lake. Activity opportunities will include hiking, camping, interpretation, photography, fishing, boating and bow hunting.

II. **Use areas required:**
- Camping area
- Tent camping area
- Parking area
- Boat launch area
- Sanitation/service area

III. **Facilities required or to be provided:**
- Kiosk
- Restrooms
- Well

IV. **Services to be provided:**
- Sanitation/litter
- Potable water

V. **Volume of use which must be accommodated over the next 10 years:**
- 20 camping parties, expandable to 40

VI. **Rationale:**
The site's scenery, existing access and location on a previously disturbed site near the lake make it ideal for this development. It is also located near a state maintained airport and other proposed facilities (e.g., visitor contact facility). No public camping facility now exists in the area. This area, once developed, will become a destination for many and will serve as an overnight stop for travelers visiting points to the north when the road opens to Prudhoe Bay.

SITE NAME/LOCATION: Galbraith Lake RV Overflow Area (MP 275)

I. **Management objective:**
To provide overflow RV parking/ and camping during special events, such as the 1992 Alaska Highway celebration, and other occasional heavy use periods. This area will likely be developed in conjunction with the Galbraith Lake Campground.

II. **Use areas required:**
- Parking area

III. **Facilities required or to be provided:**
- Temporary restrooms

IV. **Services to be provided:**
- Informational
- Sanitation and trash

V. **Volume of use which must be accommodated:**
- 10 - 20 vehicles on irregular basis

VI. **Rationale:**
During special events/occasions there may be a temporary overload of existing facilities. Such use periods would be too sporadic to justify permanent facilities. At these times temporary arrangements need to be available to relieve pressure on permanent facilities and to effectively mange use. The Galbraith Lake site is a logical location for this type of development because of other proposed facilities and scenery. It is also the first identified overflow area north of the Brooks for travelers going north.

SITE NAME/LOCATION: Galbraith Lake Corral and Trailhead (MP 275)

I. **Management objective:**
To provide parking area and corral for horses and other pack animals to facilitate trips into the backcountry and to minimize resource degradation. Activities will include horseback riding, hiking and hunting.

Comments received on this proposal from U.S. Fish and Wildlife Service are included in Appendix C.

II. **Use areas required:**
- Parking/unloading area

III. **Facilities required or to be provided:**
- Corral
- Restroom

IV. **Services to be provided:**
- Sanitation/trash
- Corral maintenance

V. **Volume of use which must be accommodated over the next 10 years:**
- 6 vehicles with trailers
- 18 horses maximum (peak use periods)
- 6 parties staging from area maximum

VI. **Rationale:**
This site has been used in the past to picket/graze horses resulting in unacceptable damage to vegetation. To protect the area from lasting damage and to accommodate continued use this facility is necessary. Facilities may be shared with or developed in conjunction with other proposed facility development in area. However, corral should be acceptable distance from those facilities and use areas which may be incompatible.

SITE NAME/LOCATION: Toolik Lake Overlook (MP 286)

I. **Management objective:**
To provide a panoramic view of the Toolik Lake area and Brooks Range. Site will be located at or near existing roadside pullout. Interpretive theme will focus on the Toolik Lake and tundra biome and on the formation of the Brooks Range. Also, information about the nature and purpose of the many research projects being conducted in the nearby Toolik Lake RNA will be explained. It will also be an opportunity to describe multiple use management and the significance of the ACEC/RNA program.

II. **Use areas required:**
- Viewing area
- Parking area

III. **Facilities required or to be provided:**
- Panoramic display/directory
- Trash containers

IV. **Services to be provided:**
- Interpretive

V. **Volume of use which must be accommodated over the next 10:**
- 2 buses and 5 POVs parked at any one time
- 100 visitors maximum at any one time

VI. **Rationale:**
This site, located just outside of the Toolik Lake RNA, affords an excellent view of the Brooks Range and the Toolik Lake area. Because of the excellent view it is a natural draw and opportunity to reach the public, providing visitors with a first hand look at BLM's management of this important research area within the Trans-Alaska Pipeline corridor.

Proposed Sites North of Toolik Lake

The following proposed development sites are located on lands to be opened to state selection under the Utility Corridor RMP final decision. Therefore, BLM management of these lands is only as an interim manager until they are transferred to the State of Alaska. Hence, it is unlikely that BLM will actually proceed with any construction. However, because selection does not always lead to conveyance and because circumstances may arise which necessitate development prior to conveyance, an abbreviated description of these sites follows.

Slope Mountain Overlook (MP 301): Watchable Wildlife: This site adjacent to the Slope Mountain ACEC provides an excellent opportunity to view and learn about Dall's sheep and their habitat.

Ice Cut Interpretive Site (MP 325): Watchable Wildlife: This site provides an excellent opportunity to observe and learn about gyrfalcon, rough legged hawks and their habitat.

Happy Valley (MP 334): This former pipeline construction camp has been identified as a development node and will be managed accordingly while under BLM management. As such it is the appropriate location for several facilities. These would include: a wayside area with parking for trucks and POVs, restrooms and trash receptacles; an RV overflow area primarily intended to handle additional traffic expected during the 1992 Alaska Highway 50th anniversary celebration (this could be developed into a more permanent facility); and an administrative site to house BLM visitor services and other field personnel wishing to use Happy Valley as a base station for field work.

Sagwon Bluffs Overlook (MP 344): Watchable Wildlife: This site provides an excellent opportunity to observe and leam about peregrine falcon and other raptors.

Arctic Coastal Plain Overlook (MP 354): This scenic overlook of the arctic coastal plain provides an excellent opportunity to view and learn about the arctic ecosystem, accessible by car (in United States) only along the Dalton Highway.

APPENDIX F

Plan Conformance/NEPA Compliance Record

BLM Office: Arctic District **EA Number:** AK-060-91-074

Proposed Action Title/Type: Dalton Highway Recreation Area Management Plan (Dalton Highway RAMP).

Location of Proposed Action: Affected lands are located along the Dalton Highway north of the Yukon River. All lands (approximately 1.1 million acres) are within the "Utility Corridor".

Description of Proposed Action: The proposed action, i.e., the Dalton Highway RAMP, **a)** identifies on-the-ground action programs to implement recreation use and to manage recreation resources as provided for in the Utility Corridor Resource Management Plan and Record of Decision (RMP/ROD), signed January 11, 1991, **b)** provides continuity for the management of recreation use and recreation resources in the Dalton Highway recreation management area, **c)** provides data and establishes priorities for the preparing of budget documents including annual work plans and packages for recreation management, recreation construction, recreation maintenance, and recreation acquisition programs, and **d)** provides a basis for monitoring accomplishment of recreation program goals and objectives.

PART I: PLAN CONFORMANCE REVIEW

This proposed action is subject to the following land use plan:

Name: *Utility Corridor Resource Management Plan/Environmental Impact Statement* **Date Approved:** January 11, 1991

The proposed action has been reviewed for conformance with this plan (43 CFR 1610.5, BLM MS 1617.3).

10-11-91

Surname of Reviewer

Remarks: the Utility Corridor RMP/ROD placed a high priority on preparation of a recreation management plan covering lands along the Dalton Highway. In doing so, the RMP delineated the Dalton Highway recreation management area boundaries, and determined appropriate facility development, off-road-vehicle designations, visual resource management classifications and recreation opportunity spectrum classes for the area. These determinations have been reaffirmed by the proposed action. Other elements of the proposed action not specifically addressed by the RMP, such as staffing, budgeting, policy and regulatory requirements are consistent with and necessary to implement RMP proposals.

PART II: NEPA REVIEW

A. Categorical exclusion review. Those elements of the Dalton Highway RAMP listed above as items **b), c),** and **d)**, under "Description of the Proposed Action", qualify as categorical exclusions under 516 DM 2, Appendix 1, items 1.1 - 1.8, 1.10 and 1.11; or 516 DM 6, Appendix 5.4, items C.4, and E.1 - E.3. The proposed action has been reviewed to determine if any of the exceptions described in 516 DM 2 Appendix 2 apply.

10-11-91
Surname of Reviewer

Remarks: Generally the categorical exceptions cited above cover those elements of the Dalton Highway RAMP which address budgeting, staffing, non-destructive data collection, routine business, etc., (516 DM 2, Appendix 1 items) and information signs, temporary outhouses and ORV designations which resulted from the Utility Corridor RMP/EIS (Appendix 5.4 items).

B. Existing EA/EIS review. Those elements of the proposed action not categorically excluded are addressed in the following existing BLM EA/EIS:

Name: *Utility Corridor Resource Management Plan/Environmental Impact Statement* **Date Approved:** January 11, 1991

This EIS has been reviewed against the following criteria to determine if it covers those elements of the proposed action not categorically excluded:

1. The proposed action is a feature of, or essentially the same as, the alternative selected in the existing document.
2. A reasonable range of alternatives was analyzed in the existing document.
3. There has been no significant change in circumstances or significant new information germane to the proposed action.
4. The methodology/analytical approach previously used is appropriate for the proposed action.
5. The direct and indirect impacts of the proposed action are not significantly different the those identified in the existing document.
6. The proposed action would not change the previous analysis of cumulative impacts.
7. The proposed action would not change the previous Section 810 subsistence evaluation.
8. Public involvement in the previous analysis provides appropriate coverage for the proposed action.

10-11-91
Surname of Reviewer

Remarks: Although recreation activities, proposals and resulting impacts are discussed throughout the Utility Corridor RMP, specific references are found on the following pages of that document: 2-26 through 2-31, N-18 through N-20 (description of the proposed action); 2-122 and 2-123 (recreation scenario); 3-14 through 3-16 and "Recreation Opportunities and Scenery Quality Classes" map (visitor use and opportunities); 4-2, 4-4, 4-7, 4-12 through 4-18, 4-22 through 4-23 and Table 4.2 (impacts).

PART III. DECISION

I have reviewed this plan conformance and NEPA compliance record. Based on this review I have determined that the proposed project is in conformance with the approved land use plan and record of decision and that no further environmental analysis is required at this time. It is my decision to implement the proposal as described, with the mitigation measures identified below.

Mitigation Measures/Other Remarks: Facility development proposed in this recreation area management plan will occur only after project specific environmental assessments are completed. Each EA will identify appropriate site specific mitigation. Also a District wide ORV plan is being developed which will be accompanied by an EA. Standard stipulations used by the Arctic District are listed in the Utility Corridor RMP/EIS, Appendices K and L.

Authorized Official ______________ Date: 10/11/91

APPENDIX G

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